# AMERICAN RAILROAD JOURNAL.

## STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING. MANUFACTURES.

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## American Railroad Journal.

New York Saturday, May 7, 1870.

### The "Double Header" Locomotive.

A company of railroad men, comprising the Superintendents of nearly all the leading railroads of New England, and also the master mechanics of several, visited Taunton on the 26th ult., for the purpose of witnessing the working of a new Fairlie engine recently constructed at the shops of Mr. William Mason. This species of locomotive, known familiarly as the "double header," was invented by Robert Fairlie of England, and is in use on some of the roads there, but is a novelty in this country. Mr. Mason has Americanized Mr. Fairlie's ideas and produced a machine which he believes to be eminently adapted to the American roads, and especially to those having heavy grades and requiring very powerful locomotives. It is essentially two engines in one, having a smoke-pipe at either end, and is very appropriately termed the "Janus." There are two sets of cylinders (of 15 inch diameter and 22 inch stroke), but both are operated by a single throttle, as in a single engine. The water and fuel are carried upon the sides and no tender is required. There are three pairs of driving wheels (of 3½ feet diameter) at each end, making twelve wheels altogether, and there is a contrivance in effect similar to the trucks on which common cars rest, to facilitate the passage of short curves. The weight of the machine is something over sixty tons. Mr. Mason claims that the "Janus" is as powerful as three ordinary locomotives. It was run with a freight train and a newly-finished locomotive attached, some four or five miles up the track and back, and appeared to work in a highly satisfactory manner.

### Chesapeake and Ohio Railroad.

Between the waters of the Ohio and the waters of the Cumberland rivers, stretching eastward to the James and Potomac divisions of the great Chesapeake Bay, there lies a diversified and fertile belt of country, blessed with a salubrious climate, abundance of timber, water power, coal and iron deposits, and natural advantages which fit it to become the home of ten millions of people, and the foundation of a mighty system of industry far transcending our present attainments. Within the area described by this ellipse may be found the rich tobacco and corn lands of Kentucky, whose fields, pastures and live stock are renowned, the elevated cotton and vine lands of Tennessee, the wheat and grazing lands of Virginia and West Virginia, at present scarcely disturbed by the cultivator. Favored as this region is by nature it is still but scantily supplied with railroad communication with the markets of the world. We note with satisfaction that a company of gentlemen in this city, have become associated with others in Virginia to carry forward the old Virginia Central Railroad line—which with its consolidated connections is now known as the Chesapeake and Ohio Railroad—from its present terminus at the summit of the Allegheny to the Ohio River at or below the town of Guyandotte.

Along the completed portion of this road are thousands of square miles of precious iron ores; in the Kanahwa Valley, a hundred miles beyond its terminus, are inexhaustible beds of cannel and splint coal, the latter a variety especially valuable for smelting purposes. Still further to the westward at the western terminus, are the iron ores and furnaces of Southern Ohio and Eastern Kentucky. This line of road it is said will connect these several inter-dependent supplies, and lay down at the Kanahwa the elements of our immense iron industry, which must redound to the profit of the whole State. Over the same line of road may be drawn the cotton of Arkansas and Tennessee, the live stock and tobacco of Kentucky, the wheat and corn of the Upper Mississippi Valley, and the provisions of the culture tear of States. By this line also the hemp and iron of Missouri can be cheaply brought to tide water as it is understood that the advantages of operating are very great, and connecting the cheap river navigation of the West with the still cheaper navigation of the Atlantic. The work of completing this line which formerly received a large amount of aid from the State Treasury of Virginia has been lodged in responsible and energetic hands. Messrs. A. A. Low, Wm. H. Aspinwall, C. P. Huntington, Stewart, and others would hardly have identified themselves with any but promising and safe projects.

Messrs. Fisk & Hatch the Bankers who have the Bonds of the Chesapeake and Ohio R. R. for sale—and whose recommendation carries great weight—report a very satisfactory demand for the Loan. The fact that this House has taken charge of the company's Loan is, of itself, a good evidence of its merit and eminence.

### Railroad Operations in Virginia.

We had the pleasure of a short interview recently with Gen. Wisewell, a contractor for railroad construction between Fredericksburg and Charlottesville, Va., some thirty miles of which route are already graded. At Charlottesville the road will communicate with the Chesapeake and Ohio railroad, and of course with the railroad connecting toward the Southwest, via Lynchburg. Thence it will have connection, we take it, with Danville, by a projected railroad, and so on to Charlotte, N. C., &c. From Fredericksburg the road first named, or that from Charlottesville, is to connect with the Baltimore and Potomac railroad at Belle Plain, a point a few miles southeast of Aquia Creek. This Fredericksburg or Belle Plain and Charlottesville railroad is in process of construction by the Pennsylvania Railroad Co., just as they are constructing the Baltimore and Potomac railroad. It is understood they are to build a railroad from Fredericksburg to Alexandria. Thus we shall have another railroad from the South of Washington. The charters for all these roads—that from Fredericksburg or Belle Plain to Charlottesville, that from Baltimore to the Potomac, with branch to Washington, and

that from Fredericksburg to Alexandria—were dead and inert things, but being acquired at very moderate outlay, they will, when constructed, command the situation, both toward the south and southwest, and also in the connection of the Chesapeake and Ohio railroad extension. It is stated that the same great railroad interest now controls the Richmond and Fredericksburg railroad, and that extending to the head of the York river. Said party is also forming, or has formed, railroad connections beyond Richmond to the Gulf. Things look, indeed, as if Mr. Garrett has been outflanked in the South, and that his control of railroad affairs will be confined to Virginia alone, and that the lower part of the Valley of Virginia. Meantime, the Manassas railroad taps that rich valley, and most assuredly will bring a large trade to Alexandria and Washington, while the gradual extensions of the Loudoun and Hampshire railroad will not only tap the Valley lower down, but must in the end cross it, and in piercing the coal region compete with the great Baltimore and Ohio railroad itself in rapidity and cheapness of transport of the black diamonds to tide-waters.—*Washington Chronicle.*

## Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING DECEMBER 31, 1869.

| | | |
|---|---|---|
| The gross receipts upon the whole undertaking, including the Buffalo and Champlain, have been | | £791,193 |
| Deduct—ordinary working expenses (being at the rate of 61.25 per cent. against 59.44 of the corresponding half of last year) | £484,571 | |
| Renewals, &c., of the permanent way and works in the half year debited to revenue | 73,745 | |
| | | 558,316 |
| Leaving an available balance earned in the half year of | | £232,877 |
| Deduct—Loss on American currency | | 32,899 |
| Net balance | | £199,978 |

in comparison with 136,586*l.* for the half-year ending 31st December, 1868.

To this sum of 199,978*l.* has to be added, the balance carried from the net revenue account of last half-year of 18,754*l.*, making a total balance of 218,732*l.* From this, however, has to be deducted the amount of postal and military revenue due for the last half-year to the postal bondholders of 18,769*l.*, leaving the balance of 199,963*l.* applicable for the following payments, viz:

| | | |
|---|---|---|
| Interest, &c., paid on lands | | £1,790 |
| On mortgage to Bank of Upper Canada | | 4,423 |
| On loans, bankers' balances, promissory notes, European exchange, &c. | | 5,220 |
| On British American Land Company's debentures | | 616 |
| On Montreal Seminary debentures | | 616 |
| On Island Pond debentures | | 2,700 |
| Half-yearly installment on Portland Sinking Fund | | 2,369 |
| | | £17,737 |
| Atlantic and St. Lawrence lease (in full) | 32,486 | |
| Detroit lease (in full) | 11,250 | |
| Montreal and Champlain | 13,383 | |
| Buffalo and Lake Huron | 43,750 | |
| | | 100,870 |
| Equipment bond interest | | 12,000 |
| On account of first preference interest | | 67,737 |
| Balance carried forward | | 1,618 |
| | | £199,963 |

Comparing the results of the half-year with those of the corresponding six months of 1868, there is an increase of 6,180*l.* in the passenger receipts, which average 6s. 3d. per passenger against 6s. 9d. in 1868, and an increase of 24,507*l.* in the freight receipts, which average 15s. 7d. per ton against 16s. 3d. in 1868. The sum of 4,153*l.* has been received in settlement of the company's claim upon the United States Government for the carriage of the mails between Port Huron and Detroit. The original contract for this service, at the rate of $45 per mile per annum, proved to be inadequate, and the United States Government have at length admitted the company's claim for increased remuneration by paying $75 instead of $45 per mile, as from June, 1864 to June, 1869. From this latter date the rate is to be $100 per mile per annum. These receipts are not divisible amongst the holders of the Postal and Military bonds, but form part of the general revenue of the company.

The interest on the first preference bonds will, in fulfilment of the prospect held out in the last report, be paid in full for the half-year. The directors have decided upon this course after careful consideration of all the circumstances in which the company is placed. While concurring in the views which the President expressed at the meeting of 17th December, 1869, as to the desirability of charging the cost of all renewals, as well as of maintenance to revenue; they have nevertheless thought it right to debit the capital account in this case, with that portion of the renewals and improvements during the past year which represents increased value and solidity of the roadway in extra weight of iron. All renewals of bridges and culverts have, even when they added to the value and permanence of the undertaking, been charged to revenue. The impossibility that has previously existed of raising capital for capital purposes, and the necessities of the line, have compelled the directors in some measure to ignore the claims of first preference holders; who, under the exceptional circumstances of the past year, and bearing in mind the large amounts of revenue expended in recent years upon works ordinarily chargeable to capital, are fairly entitled to the full half-year's interest on the present occasion. For the present and future years, however, the directors believe they will best consult the permanent interest of all classes of proprietors by acting, under all ordinary circumstances, upon the principle laid down by the President at the last adjourned half-yearly meeting, of charging to capital such expenditure only as enlarges the carrying capacity and traffic accommodation of the railway. All outlay in substitution or renewal of the permanent way and its accessories, and of bridges and works of art, however much they may improve or give increased solidity and value to the railway, the directors purpose henceforth to charge the revenue.

The reports of the engineer and locomotive superintendent are satisfactory as showing the improved condition of the permanent way and rolling stock. The total number of miles of railway relaid with new iron during the half-year was 109¼ miles, against 88¼ miles in 1868. The cost of re-rolling the rails at Portland and Detroit has been reduced from an average of $55, which was paid in 1865 and 1866, to about $36 a ton.

The loss on conversion of American currency was less by 10,418*l.* than in the corresponding half-year of 1868, owing to the lower rates of the premium on gold. Those rates fluctuated between 160 and 119¼, to which latter point the premium fell on 30th December last. Since that date it has still further declined, and should the premium disappear altogether, this company will be saved from a direct loss of net revenue which has in the past seven years averaged upwards of 65,000*l.* per annum.

The directors are pleased to state that the most cordial relations now exist between the company and the Great Western in regard to the policy of using joint stations wherever practicable. The adoption of this system will not only afford additional facilities in the interchange of traffic, but will also be the means of effecting a considerable saving in the working expenses of both companies. Arrangements have been already completed by which that company work over the Grand Trunk tracts at Toronto: and negotiations are pending by which the Grand Trunk station at Guelph and the Great Western station at London will be jointly used. It is expected that two of the narrow gauge railways which are to run into Toronto will be completed, in part, during the present year, and arrangements are in progress with these companies for their use of the Grand Trunk station in that city on the payment of a certain annual rental. The opening of these narrow gauge lines cannot fail to give an important stimulus to the trade of the province of Ontario.

The directors are happy to state that the bill for confirming the Buffalo agreement, which was approved by the proprietors at the late special meeting, has passed through the Commons House of the Diminion Parliament; and they hope to be able to announce at the forthcoming meeting that the bill has become law.

The prompt response to the recent circular offering 228,000*l.* of the second equipment mortgage bonds, the applications for which exceeded 1,300,000*l.*, was very gratifying to the directors, and they regret they were only able to allot so small a proportion of the amount applied for.

The capital so provided has enabled the directors to authorize the necessary outlay for some of that reproductive expenditure which from necessity has remained in abeyance for so long a time, and instructions have been sent to Canada to proceed immediately with the construction of twelve new engines and twelve new first-class passenger cars. These, with the Pullman cars, which Mr. Pullman's company have agreed to place upon the road by 1st July next, will so entirely change and improve the passenger service of the line, that a large proportion of the summer pleasure traffic hitherto seeking other channels will be secured to the Grand Trunk route. Full provision has also been made for a large increase in emigrant passenger traffic. Instructions have also been given to provide forthwith the engine-sheds so much needed at Toronto and Brockville—two most important locomotive centres on the line. The funds at the disposal of the directors will provide for other urgent works necessary for the development of the business of the road, and by thus giving additional facilities for the working of the traffic, tend to secure increased economy.

As regards rolling stock for the freight traffic, the extra supply needed for present wants has been found outside the company's own resources. The Montreal Car Company is now delivering the 500 cars they have contracted to supply at the rate of about ten cars a week, so that the whole number will be on the line by the close of the year. The additional 300 changeable gauge cars are also being rapidly proceeded with, and it is expected that the whole of them will be running at the close of the current year. So great is the demand by freighters at Chicago and Boston for this class of car that extra rates on the through freight conveyed in them are readily obtained. They have hitherto been run by the company most successfully, as regards both profit and freedom from accident, and they have enabled the Grand Trunk favorably to compete for this through traffic—as greater dispatch is frequently obtained for the freight than by shorter routes.

The works of the Intercolonial have been suspended during the winter; but with the return of spring the whole of the several sections now under contract will be energetically proceeded with. In the meantime the commissioners have invited tenders for forty locomotive engines, 250 box cars, and 150 platform cars, with a view to certain lengths of the line being opened for traffic next year. The construction of the Intercolonial will no doubt bring to the Riviere du Loup branch a considerable increase of traffic during the coming summer, and this line affording continuous communication on the same gauge from Halifax to Lake Huron, must, when completed, be beneficial generally to the Grand Trunk system.

The General Government at Ottawa and the Local Government of Ontario are making strenuous efforts to attract emigration to Canada, and it is expected that there will be a larger number of emigrants settling within the borders of the Dominion this, than in any previous year.

Cash warrants for 2*l.* 10s. on the first preference

capital with the certificates for interest to be capitalized on the first, second, third and fourth preference bonds and stocks will be issued shortly after the meeting.

The directors who retire by rotation are Messrs. Hodgson, Hodgkinson, Molson and Captain Tyler, and the retiring auditor is Mr. Newmarch. These gentlemen are eligible and offer themselves for re-election.

### Morris Canal and Banking Co.

We have the report of this company for the fiscal year ending February 28, 1870. From this we learn that the income of the company from tolls and other sources during the year was:

| | |
|---|---|
| From tolls | $408,292 43 |
| " rents | 14,050 94 |
| " water rents | 2,962 00 |
| " other sources | 5,940 43 |
| | $431,245 80 |

And the disbursements were:

| | | |
|---|---|---|
| Repairs of canal & works | $163,078 36 | |
| Operating canal | 59,265 22 | |
| Salaries, law and other expenses | 21,762 46 | |
| Transportation expenses | 2,291 05 | |
| | | 246,397 09 |
| Balance—profits of the business | | $184,848 71 |
| Balance at credit February 27, 1869 | | 37,348 98 |
| Total | | $222,197 69 |

Thus accounted for:

| | |
|---|---|
| Dividends on preferred stock | $58,750 00 |
| Interest on mortgage bonds | 47,100 00 |
| " boat loan | 17,466 76 |
| " dividend scrip | 7,404 18 |
| Depreciation of boat stock | 3,632 54 |
| Bad debts | 217 85 |
| State of New Jersey | 25,000 00 |
| Balance, February 28, 1870 | 63,226 36 |
| Total, as above | $222,197 69 |

The income of 1869 as compared with that of 1868 shows an increase of $7,769 50. The current expenses and repairs of 1869 as compared with 1868 are greater by the sum of $10,011 22. The report says:

The canal was opened for business, and navigation resumed on the 25th day of March, 1869, with every prospect of an increased trade.

During the winter the work of general repairs had been unusually large; Lock 1 East at Beavertown having been almost entirely re-built, and the Locks at Dover thoroughly repaired.

About the middle of April, rumors that a general strike of the miners in the coal regions was probable, not only deterred boatmen from manning our boats, but also induced many who had already started to abandon the canal, thus checking very materially our business. The strike took place about the 7th of May and continued for about ten weeks, causing for that time an entire suspension of shipments to us from the mines. About the first of July shipments from the mines were resumed, and we at once began the labor of remanning the boats, which was found to be more difficult than at the opening of navigation, as the season was so far advanced and boatmen had found other employment. To meet this emergency, the system was adopted by the company of purchasing teams and leasing them to boatmen at a given sum per trip, and it was soon found that this experiment fully met our expectation, and our weekly tonnage was steadily increased, so that during the month of September and to the 4th of October, our aggregate receipts were more than during the corresponding time of any previous year, except 1866.

The great and almost unprecedented freshet which occurred on the 4th of October, and which caused serious loss and damage to adjacent canals and to property (particularly in the County of Warren) made five breaks in the western division of our canal within a distance of three miles of Port Delaware. The largest of these was about three-quarters of a mile from the Andover Furnace, and extended about 500 feet in length. For a distance of 300 feet the tow path embankment, and the bottom of the canal to the depth of 10 feet, was entirely washed away. The work of repairs was completed in two weeks with crib work in a good and substantial manner at an expenditure of $18,621 30, thus swelling the aggregate of our current expenses and repairs.

On the 19th of October our shipments of coal from Port Delaware were resumed, but by reason of the damage on the Lehigh canal, by the freshet, we received no shipments from that source till the 19th of November.

Our shipments of ore to furnaces on the Lehigh, from the 4th of October, were almost entirely cut off by reason of the damages on the Lehigh canal, as above alluded to—thereby causing a decrease in our ore tonnage of at least 50,000 tons.

It is highly important that we have increased and more direct facilities for delivering ore to the iron companies, and we are arranging for a railway connection at Port Delaware which should be completed at an early day.

Navigation was closed by ice on the 5th of December.

A dividend of 5 per cent. upon the amount of preferred stock has been declared—the interest falling due on all the outstanding mortgages, boat loan bonds and scrip certificates of the company, and the annual payment for the State grant ($25,000) have been paid, which leaves a balance to the credit of profit and loss of $63,226 36.

The Trustees of the boat loan have purchased and surrendered to the company $10,400 of the boat loan bonds which have been cancelled in accordance with the terms of the trust.

Pursuant to the order of the Directors, certificates of the seven per cent. dividend scrip have been purchased amounting to $5,853, which were duly cancelled at the close of the fiscal year, and the company now hold $969 in addition.

TONNAGE.

1st. The coal tonnage of the canal for the year 1869 was as follows:

| | Tons. |
|---|---|
| Received from Lehigh Canal | 78,787 |
| " " R. R. at Port Delaware | 134,570 |
| " " " " Port Washington | 68,269 |
| " " Jersey City and Newark for shipment west | 11,322 |
| Bituminous coal shipped westward | 11,417 |
| Making a total coal tonnage of | 304,365 |

of which amount 205,062 tons came to tide water, and the balance was delivered on the line of canal west of Newark.

2d. The total amount of ore transported on the canal was 227,696 tons—of this amount 93,574 tons crossed the Delaware river into the Lehigh valley—and 47,809 tons were trans-shipped to the Del. Lack. & W. R. R. at Port Washington—leaving 86,313 tons belonging strictly to the way trade of the canal.

The total tonnage of the canal was 650,200 tons—equivalent to 38,099,994 tons carried one mile.

During the past winter we have laid 100 tons of Bessemer steel rails upon four planes.

During the past winter the unusually mild weather has enabled us to make important improvements and repairs. At our point of shipment at Port Delaware, we have enlarged the canal to twice its former width for a distance of nearly half a mile. The canal has received a very thorough cleaning, and especially that part extending through the City of Newark, and is now open and navigation was resumed on the 28th of March.

A new feature in our trade has been the stocking of 50,000 tons of coal under our trestle work at Port Delaware, which has enabled us to furnish prompt loading at the commencement of the present season, and also to guard against any irregularity in the supply of coal by reason of obstacles which were so prominent last year.

GENERAL STATEMENT TO FEBRUARY 28, 1870.

| | | |
|---|---|---|
| Cost of 'canal' and appurtenances | | $3,373,611 26 |
| Assets— | | |
| Cash | $22,334 98 | |
| Bills receivable, individual accounts, &c. | 66,206 03 | |
| Materials | 4,639 40 | |
| Sinking Fund 7 per cent. scrip | 969 00 | |
| | | 94,149 41 |
| | | $3,467,760 67 |
| Capital stock— | | |
| Consolidated | | $1,025,000 00 |
| Prefeared | | 1,175,000 00 |
| Mortgage bonds | | 785,250 00 |
| Boat loan bonds | | 239,425 00 |
| Seven per cent. scrip | | 105,772 00 |
| Liabilities— | | |
| Bills payable | $36,604 95 | |
| Individual accounts | 31,671 70 | |
| Dividends, &c. | 5,810 66 | |
| | | 74,087 31 |
| Profit and loss—surplus | | 63,226 36 |
| | | $3,467,760 67 |

*President* and *Sup't.*—JACOB RANDOLPH.
*Vice President.*—BLAKELEY WILSON.
*Secretary.*—JOHN RODGERS.

### New Railroad Project.

We learn that Mr. Moe, the New Jersey gentleman who recently purchased the splendid estate of Colonel Wimbish, on Staunton river, is agitating the scheme of constructing a railroad between Pamphlin's depot, on the Southside railroad, and the North Carolina line at Leaksville. A charter authorizing the organization and incorporation of a company for the building of the road has been prepared, and will soon be proposed in the Legislature. The cost of the projected improvement is calculated at two million dollars; and it is stated that the people of the section which it is designed to traverse are disposed to use every exertion to raise it.

It is stated, also, that the Legislature of North Carolina has already chartered a road between Leaksville and High Point, which latter locality is on the line of the road between Goldsborough and Greensborough. The line from Pamphlin's purposes to connect with this road, and to constitute an additional link in our Virginian system of Northern and Southern intercommunication.—*Lynchburg Republican.*

☞ The stockholders of the Midland Railroad Company held a meeting on the 2d inst. in Jersey City. The local railroad companies in New Jersey, whose proposed lines extend from Hoboken to the State line, were consolidated with the Montclair railroad, to form the New Jersey division of the through line. The Hoboken, Ridgefield and Paterson road was not admitted. An election for officers was held, which resulted in the choice of C. A. Wortendyke for President; J. P. Loomis, Vice President; H. R. Low, Treasurer.

☞ By the recent survey of the Delaware River, to ascertain the best foundation for a bridge between Philadelphia and Camden, it has been found that the average depth of the Jersey channel is thirteen feet. On the Philadelphia side the water averages fifty-six feet in depth. The distance across the river is as follows: Opposite Chestnut street, 3,450 feet; opposite Market, 3,330; opposite Arch, 3,594; opposite Race, 3,333; opposite Vine, 3,285; opposite Callowhill, 2,793.

### West Jersey Railroad.

The receipts from operations of the roads of this company for the year ending December 31, 1869, were as follows:

| | | |
|---|---|---|
| From passengers | | $427,914 41 |
| " freight | | 180,988 78 |
| " marl | | 14,098 17 |
| " express | | 18,108 48 |
| " telegraph | | 764 39 |
| " rent | | 195 00 |
| " mail | | 10,115 00 |
| | | $652,184 23 |

And the disbursements were:

| | | |
|---|---|---|
| Maintenance of way | $124,781 14 | |
| Motive power | 97,462 23 | |
| Train expenses | 66,054 46 | |
| Station & terminal exps | 79,976 75 | |
| General expenses | 16,577 82 | |
| | | 384,852 40 |
| Earnings less operating expenses | | $267,331 83 |
| Leases: | | |
| Salem Railroad | $12,919 85 | |
| Cape May and Millville Railroad | 18,229 06 | |
| Swedesboro' Railroad | 5,619 25 | |
| R. D. Wood branch (Millville) | 1,000 00 | |
| | | 37,768 16 |
| Leaving | | $229,563 67 |
| From which deduct: | | |
| Interest on bonds | $82,274 35 | |
| Taxes | 11,023 08 | |
| Sea Breeze House | 4,013 20 | |
| | | 97,310 63 |
| Balance applicable to dividend | | $132,253 04 |
| Add balance from previous year | | 125,578 14 |
| Total | | $257,831 18 |
| Dividend February 3, 1869 | $60,445 00 | |
| " August 16, 1869 | 60,445 00 | |
| Tax on divid'd and surplus | 7,157 88 | |
| | | 128,047 88 |
| Balance January 1, 1870 | | $129,783 30 |

The cost of operating the road is 59 per cent of earnings. Net profits for the year, 10.9 per cent. on capital stock. The capital account for the year ending December 31, 1869, is as follows:

| | |
|---|---|
| West Jersey Railroad | $167,163 31 |
| Cape May and Millville Railroad | 55,629 63 |
| Salem Railroad | 163 00 |
| Swedesboro' Railroad | 6,213 45 |
| Total | $229,169 39 |

The cost of the several Railroads December 31, 1869, as per Construction Journal, is as follows:

| | |
|---|---|
| West Jersey Railroad including Millville and Glassboro' Railroad | $2,007,467 09 |
| Salem Railroad | 270 58 |
| Cape May and Millville Railroad | 56,014 88 |
| Swedesboro' Railroad | 6,213 45 |
| | $2,069,966 00 |
| The cost of the West Jersey Railroad and equipments, excluding cost of Millville and Glassboro' R. R., is | $1,602,447 09 |
| Cost of Millville and Glassboro' R.R. | 221,020 00 |
| Amount paid Millville and Glassboro' Railroad Company as premium for consolidation | 184,000 00 |
| Total, as above | $2,007,467 09 |
| The cost of the Salem Railroad at date of Lease was | $278,320 43 |
| Capital disbursements by the West Jersey R.R. Co. since date of leasing | 270 58 |
| Total cost to date | $278,591 01 |
| The original cost of the Cape May and Millville Railroad, as per contract was | $500,000 00 |
| Capital disbursements by that Company from the acceptance of the road to the date of the Lease | 253,365 49 |
| Capital disbursements by the West Jersey R. R. Co., since leasing the road | 56,014 88 |
| Total cost to date | $809,380 37 |
| The cost of the Swedesbro' Railroad at the execution of the lease was | $271,431 24 |
| Capital disbursements by West Jersey R. R. Co., since leasing the road | 6,213 45 |
| | $277,644 69 |
| Capital stock Swedesboro' Railroad | $80,000 00 |
| Bonded indebtedness | 171,000 00 |
| Due West Jersey R. R. Co | 19,333 65 |
| Other indebtedness | 6,661 11 |
| | $276,994 76 |
| Capital stock West Jersey R. R | $1,209,000 00 |
| Loan of 1883 | $400,000 |
| Loan of 1896, mortgage | 1,000,000 |
| Loan of 1899, mortgage | 316,500 |
| | 1,716,500 00 |
| Other indebtedness | 244,176 38 |
| | $3,169,876 38 |

The investments by West Jersey R. R. Co., in auxiliary works is $1,217,872 77. Amount of sinking fund to secure loan of 1869, $43,750.

The increase in earnings over the previous year is $86,540 94; and the increase in expenses, $66,337 68.

The cash receipts of the West Jersey Express Company during the year were $36,853 17; and the disbursements, $18,744 69—leaving balance for the year, $36,853 17.

The number of passengers carried during the year was 545,971½; do., carried one mile, 17,620,193. Av. number of miles traveled by each passenger, 32.27. Av. receipts per passenger, 78.38 cts.; do., per passenger per mile, 2.43 cts. Cost per passenger, 44.34 cts.; do., per passenger per mile, 1.32 cts.

Total tons carried, 106,608; do., carried one mile, 3,497,157. Av. distance each ton was carried, 32.80 miles. Av. receipts per ton $1.68; do., per ton per mile, 5.15 cts. Av. cost per ton $1.23; do., per ton per mile, 3.74 cts.

The company have 17 locomotives, 38 passenger, 6 mail, 59 platform, 30 box, 2 stock, 2 crate, 130 dump, 22 lever, and 17 push cars. Number of miles run, 288,365. Av. cost per mile run, 35.13 cts.

The office of the company is at Camden New Jersey. The officers are:

*President.*—T. Jones Yorke.
*Treasurer and Secretary.*—George J. Robbins.
*Superintendent.*—Wm. J. Sewell.
*Chief Engineer.*—John G. Stevens.

### Railroad from Hillsboro' to Jackson.

An important railroad meeting is to be held at Hillsboro', Highland county, Ohio, on Thursday next. The unfinished line of railroad extending east of Hillsboro' to Piketon and Jackson, passes from the Baltimore and Ohio and Marietta and Cincinnati railroads to the landholders on the line, in accordance with the provisions of the law of May, 1868. It is proposed at this meeting to form a new company to finish the line from Hillsboro' to Piketon, a distance of thirty-five miles, thence to Jackson, twenty miles farther, as soon as possible. When finished, this line is expected to connect with the Ironton and Columbus railroad, and will form an easy and cheap connection between Cincinnati and the western terminus of the Chesapeake and Ohio railroad, at or near Ironton.—*Pittsburg Chronicle.*

### Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JANUARY 31, 1870.

The receipts on capital account for the half-year ending 31st January, 1870, amount to £207,579, principally arising from the payment of the second instalment, due 1st December, 1869, on the 5 per cent. perference stock of the company, including the proportion of discount thereon, which has been charged as previously against the remission of interest allowed by the Government. The first annual series of the four per cent. bonds issued to the Government in settlement of the loan and commuted interest, amounting to $142,204, became due on the 1st January, 1870, and were paid. The aggregate expenditure at 31st January amounted to £5,487,437, leaving a balance to the credit of capital account of £96,817. The outlay on capital account during the half-year amounted to £94,844 (after deducting proceeds of surplus lands sold), and included 55 new broad gauge flat cars, 2 new 12-wheel narrow gauge baggage cars, 369 new narrow gauge freight cars, patent right for car platforms and car brake—8 7-10ths mile of new sidings, &c. The Directors authorized the construction of the narrow gauge freight cars in order to obviate the cost of hiring additional cars to conduct the large "Blue Line" freight business. The construction of five narrow gauge locomotive engines has also been authorized, and this outlay cannot fail to be of a remunerative character. As stated in the engineer's report, the entire cost of laying down 1,100 tons of steel rails during the half-year has been charged to revenue. The receipts and expenditure on revenue account for the half-year were as follows:

| | | |
|---|---|---|
| Gross receipts | | £424,183 |
| Working expenses, including renewals | | 243,380 |
| | | £180,803 |
| From which there has to be deducted— | | |
| Interest on bonds, loan, &c. | £44,556 | |
| Loss on conversion of American funds | 37,156 | |
| Loss on working Erie and Niagara railway | 1,125 | |
| Amount set aside for renewal of ferry steamers | 3,000 | |
| | | 85,838 |
| | | £94,965 |
| Add surplus from last half-year | | 1,851 |
| Saving on conversion of June dividend on Detroit and Milwaukee preference shares | | 1,325 |
| Amount of dividend on Detroit and Milwaukee preference shares, half-year to 31st December, 1869, as per net revenue account | | 9,098 |
| Profit on working Galt and Guelph Railway | | 519 |
| Available for dividend | | £107,757 |

The dividend to 31st January on the 5 per cent. preference stock amounts to £8,060 15s., leaving a balance of £99,697. From this balance the Directors recommend a dividend on the ordinary shares at the rate of 5½ per cent. per annum, free of income-tax, payable in London on 28th April, which will absorb £97,642. The balance to be carried forward to the credit of next half-year will be £2,054. The renewal fund for the ferry steamers now amounts, with interest, to £15,875. The loss on conversions of American currency for the half-year amounts to £37,156, as compared with £70,362. The average rate of conversions during the half-year was 126, the average price of gold for the same period being 131¾. The amount of assets in American funds in hand at 31st January, 1870, amounted to $182,009 09, against $218,635 41, at the commencement of thehalf-year. The fol

lowing table exhibits the receipts and expenses for seven corresponding half-years:

RECEIPTS.

| Half-year ending | Passengers, mails, and sundries. £ | Freight and live stock. £ | Rents. £ | Total. £ |
|---|---|---|---|---|
| Jan., 1864 | 129,684 | 171,329 | 621 | 301,634 |
| Jan., 1865 | 154,125 | 157,874 | 730 | 312,730 |
| Jan., 1866 | 205,131 | 181,071 | 837 | 387,039 |
| Jan., 1867 | 168,986 | 161,254 | 1,273 | 331,513 |
| Jan., 1868 | 186,537 | 213,476 | 800 | 400,813 |
| Jan., 1869 | 183,703 | 238,764 | 846 | 423,312 |
| Jan., 1870 | 183,741 | 239,535 | 907 | 424,183 |

EXPENSES.

| Half-year ending | Including renewals. £ | Per cent. of gross receipts. |
|---|---|---|
| Jan., 1864 | 171,336 | 56.80 |
| Jan., 1865 | 168,577 | 53.91 |
| Jan., 1866 | 170,003 | 43.93 |
| Jan., 1867 | 166,632 | 50.26 |
| Jan., 1868 | 193,667 | 48.31 |
| Jan., 1869 | 209,752 | 49.55 |
| Jan., 1870 | 243,380 | 57.37 |

The aggregate total traffic receipts, compared with the corresponding half-year, show a small increase £810; the increase in the local being nearly balanced by the decrease in the through traffic, viz.:

| | | |
|---|---|---|
| Increase in local passenger traffic | | £2,469 |
| " emigrants | | 288 |
| " local freight and live stock | | 15,491 |
| | | £18,249 |
| Decrease in foreign passenger traffic | £1,945 | |
| " mails and express | 775 | |
| " foreign freight and live stock | 14,720 | |
| | | 17,439 |
| Total increase | | £810 |

The reduced rates for through freight traffic were protracted until the end of October last, and are not even at this time restored to the rates in force in 1868. The tonnage carried, per mile, has, however, increased by 10 per cent. over the corresponding half-year, but the receipts for its carriage have decreased by £14,720. The cost of ordinary working expenses per train mile for seven corresponding half-years is as follows:

| | Sterling. |
|---|---|
| January 31, 1864 | 4 9¼ |
| " 1865 | 5 1½ |
| " 1866 | 4 6¾ |
| " 1867 | 4 7¼ |
| " 1868 | 4 5¾ |
| " 1869 | 4 3¾ |
| " 1870 | 4 9½ |

The excessive expenditure on maintenance and renewals consists entirely of outlay for rails and fastenings, and wages of platelayers, and principally occurs in the months of November, December, and January last. The engineer explains that in October last he found the extent of renewals executed up to that time would be insufficient to carry the increasing traffic safely through the winter, with the speed necessary to ensure through connections with the American lines; that the main track having deteriorated to a greater extent than he had anticipated, rendered increased outlay necessary, and this forms the greater part of the total increased working expenses. In the last half-year's report reference was made to measures contemplated for the development of the through traffic between Chicago and New York, and to the desirability of a closer alliance in the nature of a consolidation of interests between this Company and the Michigan Central Railroad. The Directors have now to report that this has been accomplished by a deputation from the London board, which visited Canada and America in the month of December last, and concluded an arrangement with the Michigan Central and Detroit and Milwaukee Railroad Companies for the division in certain fixed proportions of the joint through traffic earnings on the one-purse system. The agreement for carrying out these arrangements was sanctioned by the shareholders at a special general meeting held on the 16th February, 1870. The effect of this agreement will be to obviate competition for traffic, and tend materially to reduce the expenses of the working staff, and of the agency offices in the United States; but as the agreement did not come into operation until the 1st of January, 1870, the advantages of this agreement will only be apparent in the future. Circumstances have rendered it prudent for the friends of this company, and of the Michigan Central Company, to obtain from the Ontario Legislature, a permissive and protective charter for a loop line to occupy the territory south of the main line of this company, which is receiving the careful consideration of the board. The Michigan Central Railway in alliance with the Great Western Railway, is now promoting the construction of a branch line from one of its stations (Ypsilanti, State of Michigan) in a southwest direction to the State of Indiana, through a fertile country not reached by any connecting line. The directors are desirous of assisting this undertaking by the investment of a certain portion of the earnings, which the new road may bring over the main line, in the first mortgage bonds of this new road. The receipts and expenditure of the Detroit and Milwaukee Railroad for the year ending 31st December, 1869, have been as follows:

| | | | |
|---|---|---|---|
| Gross earnings | £331,976 | 7 | 1 |
| Working expenses | 195,072 | 3 | 6 |
| Net revenue | £136,904 | 3 | 7 |

This is sufficient to meet the year's interest on all classes of bonds of the company, and 7 per cent. dividend on the preference shares; but the expenditure on construction account having absorbed its immediate cash resources the representatives of the Commercial Bank and the Great Western propose to receive payment of the half year's interest to 31st December, 1869, in Detroit and Milwaukee Railroad 7 per cent. Bonds of the creation of 1st September, 1866.—On behalf of the Board of Directors,

THOMAS DAKIN, President.

London, March 30, 1870.

DIRECTORS.—Mr. Alderman Dakin, Creechurch-lane, London, President. Gilson Homan, Esq., Sandford House, Kirkstall, near Leeds, Vice President. Hon. John Carling, M. P., London, Ontario, Canada; Thomas Faulconer, Esq., 12, Copthall-court, E. C.; John Fildes, Esq., Woodlands, Crumpsall, near Manchester; M. K. Jesup, Esq., New York; Donald MacInnes, Esq., Hamilton, Ontario, Canada; Hon. William McMaster, Senator, Toronto, Ontario, Canada; Paul Margetson, Esq., Clapham-common; George Smith, Esq., 23, Albermarle-street, W.; William Weir, Esq., 12, Somerset-place, Glasgow. Auditors.—John Young, Esq., 16 Tokenhouse-yard, London; Sidney Smith, Esq., 31, Bush-land, London.

☞ John W. Garrett, President of the Baltimore and Ohio Railroad, states that the suspension bridges at Wheeling and Benwood, on the Ohio river, intended to connect that road with the Pan Handle route, as well as the one at Parkersburg, connecting the Marietta and Cincinnati Railroad, will be completed as soon as possible. The latter, it is expected, will be ready by the first of November next.

☞ The following gentlemen have been elected directors of the projected Androscoggin Valley Railroad Company: A. D. Lockwood and J. B. Ham of Lewiston, E. F. Packard of Auburn, Lee Strickland of Livermore, Philo Clark of Turner, Thomas J. Cox of Dixfield. The office of the company is at Lewiston, Me.


# A SAFE INVESTMENT.

**First Mortgage Bonds of the Chicago, Cincinnati and Louisville Railroad Company.**

These bonds are part of the first and only issue of the Company for $1,000,000, covering its entire property, and are at the rate of $13,700 per mile. Of the whole amount $600,000 have been already placed, leaving but $400,000 to be sold. They are 7 per cent. coupon bonds due in 1887, interest payable 1st January and July in New York. The Road is in operation. It is 73 miles long, extending from La Porte on the Lake Shore and Michigan Southern to Peru, where it connects with the Toledo, Wabash and Western and the Peru and Indianapolis Roads. It runs through one of the finest sections of Indiana, and makes a connecting link in the best through line from Chicago to Indianapolis, and thence to Cincinnati and Louisville.

We confidently offer these bonds as a desirable security so investors, AS THE NET EARNINGS OF THE ROAD FROM THE OPENING HAVE BEEN IN EXCESS OF THE INTEREST ON ITS BONDED DEBT, AND ARE CONSTANTLY INCREASING. Besides it is designed to extend the Road to Lake Michigan at New Buffalo or Michigan City the coming season, which will also greatly increase its earnings.

J. A. UNDERWOOD & SON,
No. 18 Exchange place.
CALDWELL & CO.,
No. 27 Wall st.


**Pearls.—Gulf of California.**

The revenue returns for 1869 received by last mail from City of Mexico, show that the catch of pearls and shell for the past year on the gulf coast of the territory granted to the "Lower California Company" amounted to the large sum of $78,000.

This, of course, is the valuation of the pearls given by the divers and speculators, and is consequently very much below the actual value of the catch.

A pearl is sold frequently for $20, which resold at Panama at $200, brings $1,000 in Paris; and in many cases much greater profits have been made on very fine gems.

Not over one-half the catch is ever reported to the Government, and the yield of the gulf for 1869 may be safely estimated at $300,000 in gold.

**Western Lead Mines.**

There has been a large falling off in the production of the Western lead mines. Not many years ago they supplied nearly the whole country. Now the west alone consumes, for various manufacturing purposes, fifteen thousand tons, while it produces scarcely eleven thousand The whole amount consumed last year in the United States was more than fifty thousand tons, seventy-five per cent. of which was imported. The decreased production of the mines of Wisconsin, Illinois, Iowa, Missouri, and Arkansas, is doubtless due to the superior attractions and profits offered in the gold mines of the far west. Another cause is the exhaustion of the surface beds, necessitating deep shafting, expensive machinery and large capital in order to reach the ore.

# RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|---|---|---|---|
| Albany & Susquehanna...100 | $1,774,824 | ..... | ..... |
| American Central.....100 | 800,000 | J. & J. | Jul. '69 8 |
| Atlanta and West Point...100 | 1,232,200 | J. & J. | Jan. '70 4 |
| Atlantic & N. Carotina ...100 | 5,545,225 | ..... | ..... |
| Atlantic & Gt. Western ... 50 | 25,879,923 | ..... | ..... |
| " " " pref. 50 | 1,919,000 | ..... | ..... |
| Atlantic & St. Lawrence*.100 | 2,494,900 | J. & J. | Jan. '70 2 |
| Augusta and Savannah ...100 | 733,700 | J. & J. | Jan.'70 3½ |
| Baltimore and Ohio.....100 | 16,152,962 | A. & O. | Apl. '70 4 |
| Do. Washington Br.....100 | 2,680,000 | A. & O. | Apl. '70 5 |
| Baltimore City Passenger.... | 670,000 | F. & A. | Feb.'70 3 |
| Bay de Noquet & Marq...100 | 1,250,000 | A. & O. | Apl.'68 3 |
| Belvidere Delaware.....100 | 996,250 | ..... | ..... |
| Berkshire*.....100 | 600,000 | J.A J&O | Apl'70 1½ |
| Blossburg & Corning.*..... 50 | 250,000 | J. & D. | Dec.'69 2½ |
| Boston and Albany .....100 | 13,725,100 | J. & J. | Jan. '70 5 |
| Boston and Chelsea .....100 | 110,000 | A. & O. | Apl. '70 4 |
| Boston, Concord & Mont..100 | 459,600 | ..... | ..... |
| Do., do. pref..100 | 1,340,400 | M. & N | May '70 3 |
| Boston and Lowell.....500 | 1,891,500 | J. & J. | Jan. '70 4 |
| Boston and Maine.....100 | 4,076,974 | J. & J. | Jan. '70 5 |
| Boston and Providence ...100 | 3,360,000 | J. & J. | Jan. '70 5 |
| Broadway (South Boston) 50 | 400,000 | J.A. J.O. | Apl. '70 2 |
| Broadw'y & 7th Av.(N.Y.)100 | 2,100,000 | J. & D. | Dec '69 3 |
| Brooklyn City..... 10 | 1,000,000 | F.M.AN | Nov. '69 3 |
| Brooklyn City & Newt'n.100 | 399,800 | ..... | Jan.'70 3½ |
| Buffalo, Bradford & Pitts.100 | 1,100,000 | ..... | ..... |
| Buff., New York & Erie*.100 | 950,000 | M. & N. | M'y'69 3½ |
| Buffalo and Erie.....100 | 5,000,000 | F. & A. | Aug. '69 4 |
| Cambridge Horse (Bost'n)100 | 727,800 | A. & O. | Apl.'70 4½ |
| Camden and Amboy.....100 | 5,000,000 | F. & A. | Feb. '70 5 |
| Camden and Atlantic,pref. 50 | 600,000 | ..... | ..... |
| Camden & Burlington Co.100 | 331,000 | ..... | July '69 3 |
| Cape Cod ..... 60 | 721,926 | J. & J. | Jan.'70 3½ |
| Cape May and Millvi le* * 50 | 447,000 | J. & D. | Dec.'69 3 |
| Catawissa. ..... 50 | 1,150,000 | ..... | ..... |
| Catawissa, pref..... 50 | 2,200,000 | M. & N. | May '70 7 |
| Cayuga & Susquehanna.* 50 | 589,110 | J. & J. | Jan.'70 4½ |
| Cedar Rapids & Mo. pref..100 | 755,000 | M. & N. | M'y '69 3½ |
| Central of Georgia.....100 | 4,666,800 | J & J | Jan. '70 5 |
| Central of New Jersey...100 | 15,000,000 | J. & J. | Jan.'69 2½ |
| Central Ohio.....100 | 2,600,000 | J. & D. | Dec.'69 3 |
| Do. pref.....100 | 400,000 | J. & D. | Dec. '69 3 |
| Cen. Park, N. & E. River.100 | 970,000 | ..... | Oct.'67 2½ |
| Chemung*.....100 | 380,000 | J.A.J&O | Jan. '70 3 |
| Cheshire, preferred .....100 | 2,017,825 | J. & J. | Jan. '70 3 |
| Chicago and Alton.....100 | 5,141,800 | M. & S. | Mar.'70 5 |
| " " pref...100 | 2,425,400 | M. & S. | Mar.'70 5 |
| Chicago, Burl. & Quincy . 50 | 13,825,025 | M. & S. | Sept.'69 5 |
| Chicago, Iowa & Nebras*.100 | 2,600,000 | J. & J. | Jan. '70 5 |
| Chicago and Milwaukee*.100 | 2,227,000 | ..... | ..... |
| Chicago & N. Western...100 | 14,590,162 | J. & D. | Dec.'69 4 |
| " " pref.100 | 18,159,097 | J. & D. | Dec.'69 5 |
| Chicago, R. I. & Pacific...100 | 14,000,000 | A. & O. | Apl'70 3½ |
| Cin., Ham. & Dayton.....100 | 3,500,000 | A. & O. | Oct.'69 5s |
| Cincinnati City Passenger.... | ..... | J'n &J'ly | Jan.'68 2 |
| " Street..... | ..... | J. & J. | Jan.'68 2 |
| Cin., Sand. & Clev. pref... 50 | 393,073 | M. & N. | Nov.'69 3 |
| Citizens' Passenger (Phil.) 50 | 192,750 | J. @ J. | Jan. '70 7 |
| Clev., Col., Cin. & Ind....100 | 10,450,000 | F. & A. | Feb.'70 3½ |
| Cleveland & Mahoning*... 50 | 2,056,400 | M. & N | May'70 3½ |
| Cleveland and Pittsburg... 50 | 5,958,775 | J A J &O | Apl.'70 2½ |
| Cleveland and Toledo* ... 50 | 5,000,000 | F. & A. | Feb.'70 4 |
| Col., Chi. & Indiana Cen.100 | 11,420,000 | ..... | ..... |
| Columbus and Xenia*..... 50 | 1,786,200 | quarterly | Dec. '69 2 |
| Concord ..... 50 | 1,500,000 | M. & N. | May '70 5 |
| Concord & Ports., guar...100 | 350,000 | J. & D. | Dec'69 3½ |
| Coney Island & Brooklyn.100 | 500,000 | ..... | ..... |
| Conn. & Passumpsic Rivers.100 | 139,000 | ..... | ..... |
| Do. do. pref.100 | 1,822,100 | F. & A. | Feb. '70 3 |
| Connecticut River.....100 | 1,700,000 | J. & J. | Jan. '70 5 |
| Cumberland Valley. ..... 50 | 1,316,900 | A. & O. | Oct. '69 4 |
| Danbury and Norwalk ...100 | 400,000 | ..... | ..... |
| Dayton and Michigan*...100 | 2,390,646 | ..... | ..... |
| Delaware*..... 50 | 594,260 | J. & J. | Jan. '70 3 |
| Del., Lackaw. & Western. 50 | 18,386,020 | J. & J. | Jan. '70 5 |
| Des Moines Valley.....100 | 1,820,200 | ..... | ..... |
| Detroit & Milwaukee.....100 | 1,047,350 | ..... | ..... |
| " " pref.100 | 1,500,000 | ..... | ..... |
| D. Dock, E. B'dw. & Bat..100 | 1,200,000 | F.M.AN | May'70— |
| Dubuque and Sioux City.100 | 1,673,641 | J. & J. | Jan. '70 5 |
| Do. do. pref.100 | 1,987,351 | J. & J. | Jan.'70 3½ |
| East Mahanoy ..... 50 | 392,550 | J. & J. | Jan. '70 3 |
| Eastern (Mass.).....100 | 3,883,300 | J. & J. | Jan. '70 4 |
| Eastern (N. H.) .....100 | 492,500 | J. & J. | Jan. '70 4 |
| East Pennsylvania ..... 50 | 654,600 | ..... | ..... |
| East Tenn. and Georgia...100 | 1,290,067 | ..... | ..... |
| East Tenn. and Virginia...100 | 1,902,000 | ..... | ..... |
| Eighth Avenue (N. Y.) ...100 | 1,000,000 | J.A J&O | Jan. '68 4 |
| Elm., Jeffers. & Canand*.100 | 500,000 | F. & A. | Feb'70 2½ |
| Elmira & Williamsport*.. 50 | 500,000 | M. & N. | Nov'69 2½ |
| Do. do. pref. 50 | 500,000 | J. & J. | Jan.'70 3½ |
| Erie Railway .....100 | 70,000,000 | F. & A. | Feb.'66 4 |
| Do. pref.....100 | 8,536,910 | Annual. | Dec'69 7s |
| Erie & Pittsburg .....50 | 962,990 | ..... | ..... |
| Evansville & Crawfordsv.100 | 1,143,445 | ..... | ..... |
| Fitchburg.....100 | 3,540,000 | J. & J. | Jan. '70 4 |
| Fitchburg & Worcester...100 | 248,000 | J. & J. | Jan. '69 3 |
| Flint and Holly .....100 | 500,000 | M. & N. | M'y '67 5 |
| Forty-Sec. St. & G. St.F'y.100 | 750,000 | A. & O. | Oct.'69 5½ |
| Frankf. and Southw.(Ph.) 50 | 491,620 | J. @ J. | Jan. '70 3 |
| Georgia .....100 | 4,156,000 | J. & J. | Jan. '70 4 |
| Germantown (Phila.)..... 50 | 112,245 | J. & J. | Jan. '70 3 |
| Girard College (Phila.) ... 50 | 160,000 | J. & J. | Jul. '67 2 |
| Granite.....100 | ..... | M. & S. | Mar.'70 5 |
| Green and Coates St.(Ph.) 50 | 150,000 | J. & J. | Jan. '70 3 |

| Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|---|---|---|---|
| Hartford and New Haven.100 | 3,300,000 | J.A.J&O | Apl. '70 3 |
| Hannibal and St. Joseph.100 | 1,900,000 | ..... | ..... |
| Do. do. pref.100 | 5,253,830 | ..... | ..... |
| Hanover Branch, Pa..... 50 | 116,850 | M. & N. | Nov.'69 5 |
| Housatonic.....100 | 820,000 | ..... | ..... |
| " pref .....100 | 1,180,000 | J. & J. | Jan. '70 4 |
| Huntingdon & B'd Top ... 50 | 494,380 | ..... | ..... |
| " " pref. 50 | 190,750 | J. & J. | J'n.'68 3½ |
| Illinois Central.....100 | 25,278,710 | F. & A. | Feb. '70 5 |
| Indianapolis, Cin. & Lafay.50 | 6,185,897 | M. & S. | Sep. '67 4 |
| Jeffersonv.,Mad. & Ind...100 | 2,000,000 | J. & J. | Jan. '68 5 |
| Joliet and Chicago*.....100 | 1,500,000 | J. A. J&O | Jan.'70 1½ |
| Joliet & North. Indiana*.100 | 300,000 | J. & J. | Jan. '70 4 |
| Lake Shore & Mich. So. ...100 | 35,000,000 | F. & A. | Feb. '70 4 |
| " " guar.100 | 533,500 | F. & A. | Feb. '70 4 |
| Lackawanna & Bloomsb... 50 | 1 325,000 | ..... | ..... |
| Leeds and Farmington*..... | ..... | J. & J. | Jan. '70 2½ |
| Lehigh and Mahanoy..... 50 | 2,158,565 | J. & J. | Jan. 67 6 |
| Lehigh and Susquehanna. 50 | 8,739,800 | M. & N. | M'y.'67 5 |
| Lehigh Valley ..... 50 | 16,731,400 | J.A.J&O | Apl.'70 2½ |
| Lehigh Luzerne..... 50 | 344,650 | J. & J. | Jan.'69 4 |
| Little Miami..... 50 | 3,572,400 | quarterly | Dec. '69 2 |
| L. M. & C. and X. (Joint).100 | 1,804,397 | J. & D. | Jun.'69 5 |
| Little Schuylkill*..... 50 | 2,646,100 | J. & J. | Jan.'70 3½ |
| Lomb. and South St (Ph.) 25 | 90,000 | ..... | ..... |
| Long Island..... 50 | 3,000,000 | F.M.AN. | Aug.'66 2 |
| Louisv., Cin. and Lex.... 50 | 1,621,736 | J. & J | Jul. '69 3 |
| " " pref..100 | 848,315 | J. & J. | Jan'70 3½ |
| Louisville and Nashville..100 | 8,780,501 | F. & A. | Aug.'69 4 |
| Louisv., N.Alb.& Chicago.100 | 2,800,000 | ..... | Feb. '70 3 |
| Lowell and Lawrence .....100 | 200,000 | A. & O. | Apl. '70 3 |
| Lowell Horse .....100 | 55,830 | J. & J. | Jan. '70 3 |
| Macon and Western.....100 | 2,000,000 | ..... | Jan. '70 5 |
| Mahanoy & B'd Mount'n* 50 | 1,676,915 | ..... | ..... |
| Maine Central.....100 | 1,611,500 | ..... | ..... |
| Manchester & Lawrence.100 | 1,000,000 | M. & N. | May '70 5 |
| Marietta & Cincinnati..... 50 | 3,029,778 | ..... | ..... |
| " " 1st pref. 50 | 8,130,719 | M. & S. | Sep. '66 3 |
| " " 2d pref. 50 | 4,460,368 | M. & S. | Sep. '66 3 |
| Memphis and Charleston.100 | 5,312,725 | ..... | June'69 3 |
| Memphis and Ohio .....100 | 570,000 | ..... | ..... |
| Metropolitan (Boston).....100 | 1,250,000 | J. & J. | Jan. '70 5 |
| Michigan Central .....100 | 11,197,348 | J. & J. | Jan. '70 5 |
| Middlesex (Boston).....100 | 400,000 | A. & O. | Apl. '70 3 |
| Mill Creek and Minehill*. 50 | 323,375 | J. & J. | Jan. '70 5 |
| Millville and Glassboro' ...100 | 405,020 | F. & A. | Feb. '70 5 |
| Milw. & Prairie du Chien.100 | ..... | ..... | ..... |
| " " " 1st pref 100 | ..... | ..... | ..... |
| Milw. & St. Paul.....100 | 7,665,104 | Feb. 1870 | $3 & 7s |
| " " " pref.....100 | 9,744,268 | Feb. 1870 | $7 & 3s |
| M. Hill & Schuylk. Haven 50 | 3,775,600 | J. & J. | Jan. '70 4 |
| Mobile and Ohio .....100 | 3,762,400 | ..... | ..... |
| Montgomery & W. Point.100 | 1,644,104 | J. & D. | Dec.'67 4 |
| Morris and Essex ..... 50 | 7,880,100 | ..... | Jul.'69 3½ |
| Mt. Carbon & Pt. Carbon* 50 | 282,350 | J. & J. | Jan. '70 5 |
| Nashua and Lowell.....100 | 720,000 | M. & N. | May '70 5 |
| Nashville & Chattanooga.100 | 2,056,544 | ..... | ..... |
| Naugatuck.....100 | 1,436,600 | F. & A. | Feb. '70 5 |
| New Bedford & Taunton.100 | 500,000 | J. & J. | Jan. '70 4 |
| New Haven & N. London.100 | 738,538 | ..... | ..... |
| N.Haven & Northampton.100 | 1,344,000 | J & J. | Jan. '68 3 |
| New Jersey.....100 | 6,250 000 | F. & A. | Feb. '70 5 |
| New London Northern....100 | 895,000 | ..... | July '69 4 |
| N.Y. Central & Hudson R.100 | 45,000,000 | A. & O. | Apl. '70 4 |
| " Certificates.100 | 21,491,450 | A. & O. | Apl. '70 4 |
| " old int. cer.100 | 22,829,000 | ..... | Aug.'69 4 |
| New York and Harlem.... 50 | 5,500,000 | J. & J. | Jan. '70 4 |
| " " pref. 50 | 1,500,000 | J. & J. | Jan. '70 4 |
| New York & New Haven.100 | 9,000,000 | J. & J. | Jan. '70 5 |
| N. Y., Provid. & Boston .100 | 2,000,000 | J. & J. | Jan.'70 3½ |
| Niag. Bridge & Canandai*100 | 1,000,000 | J. & J. | Jan. '70 3 |
| Ninth Avenue.....100 | 797,400 | ..... | ..... |
| North Carolina.....100 | 4,000,000 | A. & J. | Apl. '70 3 |
| Northern Central ..... 50 | 5,000,000 | M. & N. | May.'70 3 |
| North Eastern (S. C.) pref.100 | 155,000 | ..... | May '67 4 |
| Northern of N. Hampsh..100 | 3,068,400 | J. & D. | Dec. '69 4 |
| North Pennsylvania..... 50 | 3,150,150 | ..... | Jan.'70 5s |
| Norwich & Worcester ...100 | 2,363,600 | J. & J. | Jan. '70 5 |
| Ogdensb. & L. Champl'n.100 | 3,040,900 | J. & J. | Jan. '70 3 |
| " " pref.100 | 1,994,900 | A. & O. | Apl. '70 4 |
| Ohio and Mississippi.....100 | 20,000,000 | ..... | ..... |
| " " pref.100 | 3,500,000 | J. & D. | Dec.'69 3½ |
| Oil Creek & Allegheny R. 50 | 4,259,000 | J.A.J&O | Apl.'70 2½ |
| Old Colony & Newport ...100 | 4,848,320 | J. & J. | Jan. '70 3 |
| Orange and Newark .....100 | 281,550 | ..... | ..... |
| Oswego and Syracuse..... 50 | 482,400 | F. & A. | Aug.'69 4 |
| Pacific of Missouri.....100 | 3614,515 | ..... | ..... |
| Panama.....100 | 7,000,000 | J.A.J&O. | Apl. '70 4 |
| Paterson and Ramapo.....100 | 248,500 | J. & J. | July'69 2½ |
| Paterson and Hudson Riv100 | 630,000 | J. & J. | July '69 4 |
| Pennsylvania ..... 50 | 21,045,750 | M. & N. | May '70 5 |
| Peoria & Bureau Valley*.100 | 1,200,000 | ..... | Feb. '70 4 |
| Peoria and Hannibal..... | 600,000 | J. & J. | Jul. '69 8 |
| Philadelphia and Erie*... 50 | 6,004,200 | J. & J. | Jan. '68 3 |
| " " pref.... | 2,400,000 | J. & J. | Jan. '70 4 |
| Philadelphia and Reading 50 | 26,280,350 | J. & J. | Jan. '70 5 |
| Do. Do. preferred. 50 | 1,551,800 | J. & J. | Jan. '70 5 |
| Phil., Germ'nt'n & Nor't'n 50 | 1,535,550 | A. & O. | Apl. '70 5 |
| Phila. and Trenton*.....100 | 1,259,120 | F. & A. | Feb. '70 5 |
| Phila., Wil. & Balt..... 50 | 9,058,300 | J. & J. | Jan. '70 4 |
| Philadelphia City ..... 50 | 100,000 | J & J. | Jan. '70 3 |
| Philadelphia and Darby... 20 | 100,000 | J. @ J. | Jan. '68 4 |
| Phila. and Grey's Ferry ... 25 | 217,697 | J. @ J. | July '69 2 |
| Pittsb., Ft. W. & Chi. gtd.*100 | 19,665,000 | J.A.J&O | Apl.'70 1½ |
| Pittsfield and N. Adams..100 | 450,000 | J. @ J. | Jan. '70 3 |
| Portland and Kennebec...100 | 579,500 | J. & J. | Jan '70 3 |

| Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|---|---|---|---|
| Portl., Saco & Portsm'th*.100 | $1,500,000 | J. & D. | Dec.'69 3 |
| Providence & Worcester.100 | 1,800,000 | J. & J. | Jan. '70 5 |
| Raleigh and Gaston..... | ..... | ..... | Jul. '69 3 |
| Rensselaer and Saratoga ..100 | 3,000,000 | A. & O. | Oct.'69 3½ |
| Richmond and Danville ...100 | 2,000,000 | ..... | ..... |
| Richmond and Petersb g.100 | 847,100 | ..... | ..... |
| Rich., Fred. and Potomac.100 | 1,041,800 | ..... | ..... |
| Rockport .....100 | 88,400 | ..... | Nov.'67 2 |
| Rome, Watert. and Og'nb.100 | 2,400,000 | J. & J. | Jan. '70 5 |
| Rutland preferred.....100 | ..... | F. & A. | Feb'69 3½ |
| St. L., Alt. and T. Haute.100 | 2,300,000 | ..... | ..... |
| " " " pref.100 | 2,040,000 | Annual. | June'69 7 |
| St. L., Jack'nv. and Chic'o.100 | 1,469,429 | ..... | ..... |
| Sandusky and Cincinnati.100 | 2,089,000 | ..... | ..... |
| " " pref.100 | 445,596 | M. & N. | Nov.'69 3 |
| Sand.,Mansf. and Newark.100 | 901,341 | ..... | ..... |
| Savannah and Charleston.100 | 1,000,000 | ..... | ..... |
| Schuylkill and Susqueh's. 50 | 1,289,150 | ..... | ..... |
| Second and Third St.(Ph.) 50 | 203,757 | J. @ J. | Jan.'70 3 |
| Schuylkill Valley* ..... 50 | 576,050 | J. & J. | Jan'70 2½ |
| Seaboard and Roanoke...100 | 868,200 | ..... | ..... |
| Second Avenue (N. Y.)...100 | 670,000 | A. & O. | Oct. '66 |
| Shamokin V. and Pottsv.* 50 | 869,450 | F. & A. | Feb.'70 3 |
| Shore Line.....100 | 636,200 | J. & J. | Jan. '70 5 |
| Sixth Avenue (N. Y.) ....100 | 750,000 | ..... | Nov.'69 5 |
| Somerville .....100 | 75,000 | M. & N. | May '70 3 |
| South Carolina .....100 | 5,819,275 | ..... | ..... |
| South Shore .....100 | 259,685 | ..... | Jul. '68 3 |
| South Western, Georgia...100 | 3,939,900 | F. & A. | Feb.'70 4 |
| Staten Island.....100 | 660,000 | J. & J. | Jul. '67 4 |
| Stony Brook .....100 | 267,300 | M. & N. | May'70 3 |
| Steubenville and Indiana.100 | 1,983,141 | ..... | ..... |
| Stockbridge & Pittsfield*100 | 448,700 | ..... | .....3½ |
| Summit Branch..... 50 | 250,000 | F. & A. | Feb. '70 3 |
| Syr., Bingham. and N. Y.100 | 1,314,130 | ..... | ..... |
| Taunton Branch .....100 | 250,000 | J. @ D. | Dec.'69 4 |
| Tennessee and Alabama .100 | 595,922 | ..... | ..... |
| Terre Haute and Indiana. 50 | 1,983,150 | J. & J. | Jan. '70 6 |
| Third Avenue (N. Y.).....100 | 1,750,000 | ..... | Nov.'69 4 |
| Thirteenth and Fif. (Ph.). 50 | ..... | J. @ J. | Jan'70 2½ |
| Tol., Peoria and Warsaw.100 | 2,700,000 | ..... | ..... |
| " " (E. D.) pref.100 | 1,700,000 | J anuary, | 1870,11.4s |
| " " (W. D.) pref.100 | 1,300,000 | ..... | ..... |
| Tol., Wabash and West...100 | 5,700,000 | ..... | ..... |
| " " pref100 | 1,000,000 | M. & N. | May69 3½ |
| Troy and Boston.....100 | 607,111 | ..... | ..... |
| Troy and Greenbush*.....100 | 274,400 | J. & D. | Jun'67 3½ |
| Union Transport'n (Bos.).100 | 200,000 | ..... | ..... |
| Union (Phila.) ..... 50 | 291,475 | J. @ J. | Jan.'70 3 |
| Utica and Black River.....100 | 834,400 | J. & J. | Jan. '70 4 |
| Vermont and Canada*.....100 | 2,500,000 | J. & D. | Dec.'69 4 |
| Vermont Central.....100 | 5,000,000 | ..... | ..... |
| Vermont and Massachu'ts.100 | 2,800,000 | J. & J. | Jan.'70 0 |
| Vicksburg and Meridian..100 | 357,408 | ..... | ..... |
| Virginia Central .....100 | 2,353,679 | ..... | ..... |
| Virginia and Tennessee...100 | 3,506,300 | ..... | ..... |
| Western Union .....100 | 2,707,693 | ..... | ..... |
| West Jersey ..... 50 | 1,209,000 | F. & A. | Feb.'70 5 |
| West Philadelphia..... 50 | 249,100 | J. & J. | Jan. '70 5 |
| Wilm. and Weldon.....100 | 1,463,775 | ..... | ..... |
| Winchester and Potomac.... | ..... | J. & J. | Jan. '70 3 |
| Warren.....100 | 1,547,650 | ..... | .....3½ |
| Worcester and Nashua ... 75 | 1 522,500 | J. & J. | Jan'70 $5 |
| **CANALS.** | | | |
| Chesapeake and Delaware 50 | 1,818,963 | J. & D. | Dec.'69 3 |
| Chesapeake and Ohio .... 25 | 8,228,595 | ..... | ..... |
| Delaware Division..... 50 | 1,633,350 | F. & A. | Feb. '70 4 |
| Delaware and Hudson.....100 | 10,000,000 | F. & A | Feb. '70 5 |
| Delaware and Raritan.....100 | 2,521,300 | F. & A. | Feb. '70 5 |
| Erie of Pennsylvania..... 50 | 64,000 | ..... | ..... |
| Lehigh Coal and Navigat. 50 | 8,739,800 | M. & N. | M'y '67 3 |
| Monongahela Navigation. 50 | 728 100 | J. & J. | Jan. '69 3 |
| Morris (consolidated)..... 10 | 1,025,000 | F. & A. | Feb.'67 3 |
| " (preferred).....100 | 1 175,000 | F. & A. | Feb.'70 5 |
| Pennsylvania ..... 50 | 4,300,000 | ..... | ..... |
| Schuyl. Navigation (cons.) 50 | 1,908,207 | F. & A. | Feb.'67 6 |
| " " (pref.). 50 | 2,888,805 | F. & A. | Feb.'67 6 |
| Susq. and Tide Water..... 50 | 2,002,746 | ..... | ..... |
| Union..... 50 | 2,907,850 | ..... | ..... |
| " preferred ..... 50 | | ..... | ..... |
| W. Branch and Susq..... 50 | 1,100,000 | J. & J. | Jan. '65 5 |
| Wyoming Valley..... 50 | 800,000 | irregular | Oct. '67 4 |
| **MISCELLANEOUS.** | | | |
| Pacific Mail Steamship...100 | 20,000,000 | MJS&D. | Sept.'69 3 |
| Union Navigation.....100 | 4,000,000 | MJS&D. | Dec.'66 5 |
| West'n Union Telegraph.100 | 41,063,000 | J. & J. | Jan.'70 2 |
| American Coal..... 25 | 1,500,000 | M. & S. | M. '69 3 |
| Ashburton ..... 50 | 2,500,000 | J. & D. | Dec.'66 4 |
| Butler Coal..... 25 | 500,000 | J. & D. | D., '69 3.4 |
| Central Coal .....100 | 2,000,000 | J. & J. | July'65 5 |
| Fulton Coal..... | ..... | J. & J. | Jan.'70 4 |
| Lackawanna Coal..... | 200,000 | J. & J. | Jan'69 2½ |
| Mt. Pleasant Coal..... 40 | 200,000 | ..... | Dec'68 2½ |
| Pennsylvania Coal ..... 50 | 3,200,000 | FMA&N | Aug '69 5 |
| Roaring Brook Coal..... | 200,000 | ..... | Dec'68 2½ |
| Short Mt. Coal..... 50 | 800,000 | ..... | Jan. '70 5 |
| Spring Mountain Coal..... 50 | 1,250,000 | J. & J. | Jan. '69 6 |
| Spruce Hill Coal..... 10 | 1,000 000 | J. & J. | Jan. '67 5 |
| Wilkesbarre Coal..... 100 | 3,400,000 | M. & N. | Nov.'69 5 |
| Wyoming Valley Coal ...100 | 1,250,000 | F. & A. | Aug. '66 |
| Adams Express.....100 | 10,000,000 | ..... | Mar.'70 2 |
| Am. Merchants Union Exp.100 | 18,000,000 | ..... | Jan.'70 3 |
| United States Express ....100 | 6,000,000 | FMA&N | N'v.'69 2½ |
| Wells, Fargo & Co. Exp...100 | 10,000,000 | ..... | ..... |

# RAILROAD EARNINGS—MONTHLY.

| | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Central Pacific (in gold):** | | | | | | | | | | | | | |
| 1867 | 38,160 | 51,831 | 60,029 | 81,156 | 95,828 | 121,702 | 174,812 | 181,297 | 200,550 | 212,109 | 128,166 | 75,871 | 1,421,525 |
| 1868 | 64,463 | 86,937 | 81,396 | 96,481 | 106,835 | 164,729 | 259,590 | 251,832 | 262,770 | 296,422 | 286,562 | 342,743 | 2,300,767 |
| 1869 | 212,604 | 218,982 | 391,308 | 485,048 | 568,270 | 556 080 | 532,657 | 511,854 | 609,788 | 579,642 | 535,366 | 410,000 | 5,611,599 |
| **Chicago and Alton:** | | | | | | | | | | | | | |
| 1863 | 109,850 | 101,355 | 104,372 | 122,084 | 132,301 | 145,542 | 149,137 | 157,948 | 170,044 | 170,910 | 156,869 | 153,294 | 1,673,706 |
| 1864 | 100,991 | 154,418 | 195,803 | 162,723 | 178,786 | 206,090 | 224,257 | 312,165 | 354,554 | 320,879 | 307,803 | 252,015 | 2,770,484 |
| 1865 | 280,503 | 275,283 | 299,063 | 258,480 | 322,278 | 355,270 | 335,985 | 409,251 | 401,280 | 357,956 | 307,919 | 236,824 | 3,840,092 |
| 1866 | 226,153 | 222,241 | 290,111 | 269,249 | 329,851 | 371,544 | 321,597 | 387,269 | 322,638 | 360,223 | 323,030 | 271,247 | 3,695,153 |
| 1867 | 243,787 | 157,832 | 235,961 | 282,165 | 335,510 | 342,358 | 354,244 | 415,982 | 408,999 | 426,752 | 359,102 | 330,169 | 3,892,861 |
| 1868 | 276,117 | 275,140 | 267,094 | 279,121 | 303,342 | 384,504 | 404,012 | 558,101 | 486,196 | 503,746 | 409,569 | 361 701 | 4,508,643 |
| 1869 | 343,182 | 304,828 | 393,648 | 331,149 | 345,556 | 391,685 | 353,736 | 501,667 | 501,259 | 463,109 | 403,691 | 348,995 | 4,682,505 |
| 1870 | 293,978 | 323,825 | 344,366 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Chicago, Rock Island and Pacific:** | | | | | | | | | | | | | |
| 1863 | 140,024 | 130,225 | 122,512 | 126,798 | 144,995 | 170,937 | 139,142 | 160,306 | 210,729 | 216,030 | 196,435 | 201,134 | 1,959,267 |
| 1864 | 158,735 | 175,482 | 243,150 | 185,013 | 198,679 | 243,178 | 224,980 | 307,874 | 375,860 | 324,865 | 336,617 | 321,037 | 3,095,470 |
| 1865 | 305,554 | 246,331 | 289,403 | 196,580 | 234,612 | 321,818 | 244,121 | 306,231 | 389,489 | 307,523 | 270,073 | 201,779 | 3,313,514 |
| 1866 | 241,395 | 183,385 | 257,230 | 209,099 | 277,506 | 306,693 | 238,926 | 317,977 | 400,941 | 428,474 | 345,028 | 260,268 | 3,466,922 |
| 1867 | 292,047 | 224,621 | 272,454 | 268,369 | 297,625 | 276,681 | 297,513 | 444,024 | 566,403 | 599,549 | 442,275 | 377,053 | 4,358,614 |
| 1868 | 308,587 | 297,464 | 276,431 | 301,952 | 316,709 | 378,436 | 341,885 | 568,380 | 558,387 | 591,209 | 424,589 | 433,435 | 4,797,464 |
| 1869 | 333,319 | 368,208 | 398,740 | 362,961 | 419,100 | 508,000 | 440,300 | 480,900 | 579,000 | 581,000 | 475,600 | 387,700 | 5,274 667 |
| 1870 | 362,800 | 398,200 | 443,900 | 443,300 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Chicago and Northwestern:** | | | | | | | | | | | | | |
| 1863 | ..... | ..... | ..... | ..... | ..... | 366,100 | 281,334 | 296,169 | 473,186 | 551,122 | 435,945 | 407,688 | 2,811,544 |
| 1864 | 273,876 | 317,539 | 390,355 | 421,363 | 466,830 | 565,145 | 480,710 | 519,306 | 669,605 | 729,759 | 716,378 | 563,400 | 6,114,566 |
| 1865 | 541,005 | 482,164 | 499,296 | 468,358 | 585,623 | 747,942 | 702,691 | 767,508 | 946,707 | 932,683 | 754,671 | 547,842 | 7,976,410 |
| 1866 | 523,566 | 399,917 | 523,745 | 537,519 | 858,948 | 925,983 | 808,524 | 797,475 | 1,000,086 | 1,200,216 | 1,010,892 | 712,359 | 9,299,4:0 |
| 1867 | 696,147 | 574,664 | 765,398 | 774,279 | 895,712 | 893,658 | 888,214 | 1,063,236 | 1,448,942 | 1,541,057 | 1,211,530 | 879,900 | 11,632,737 |
| 1868 | 892,092 | 807,478 | 850,192 | 1,094,597 | 1,211,150 | 1,180,933 | 1,076,674 | 1,251,940 | 1,507,479 | 1,570,067 | 1,107,084 | 1,001,987 | 13,384,471 |
| 1869 | 892,092 | 830,286 | 1,142,166 | 1,112,190 | 1,268,444 | 1,258,284 | 1,167,156 | 1,032,814 | 1,321,139 | 1,414,231 | 1,144,029 | 867,830 | 13,622,567 |
| 1870 | 731,283 | 755,404 | 872,115 | 950,636 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Cleveland, Col., Cin. and Indianapolis:** | | | | | | | | | | | | | |
| 1868 | 242,205 | 236,160 | 242,509 | 236,435 | 193,959 | 203,696 | 218,347 | 271,425 | 287,451 | 293,296 | 262,798 | 230,061 | 2,918,342 |
| 1869 | 204,112 | 180,840 | 239,522 | 247,661 | 241,456 | 259,408 | 253,367 | 341,783 | 320,025 | 293,615 | 271,555 | 242,621 | 3,095,965 |
| 1870 | 201,500 | 218,600 | 244,161 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Illinois Central:** | | | | | | | | | | | | | |
| 1862 | 190,130 | 236,637 | 181,084 | 191,648 | 206,246 | 269,282 | 261,079 | 352,786 | 414,543 | 410,336 | 372,593 | 359,463 | 3,445,827 |
| 1863 | 299,944 | 271,085 | 275,643 | 289,224 | 334,687 | 407,992 | 343,929 | 511,305 | 478,576 | 496,433 | 437,679 | 424,531 | 4,571,028 |
| 1864 | 327,900 | 416,588 | 459,762 | 423,797 | 406,373 | 510,100 | 423,578 | 640,179 | 799,236 | 661,391 | 657,141 | 603,402 | 6,329,447 |
| 1865 | 571,536 | 528,972 | 616,665 | 516,608 | 460,573 | 617,682 | 578,403 | 747,469 | 739,736 | 641,589 | 643,887 | 518,088 | 7,181,208 |
| 1866 | 603,053 | 505,266 | 505,465 | 411,605 | 569,250 | 567,679 | 480,626 | 573,253 | 571,348 | 661,971 | 588,219 | 504,066 | 6,546,741 |
| 1867 | 647,120 | 524,871 | 417,071 | 440,271 | 477,027 | 516,493 | 525,242 | 709,327 | 738,530 | 823,901 | 727,810 | 613,329 | 7,160,992 |
| 1868 | 587,443 | 536,165 | 444,443 | 518,800 | 572,551 | 626,249 | 549,714 | 794,325 | 889,967 | 931,530 | 685,401 | 681,041 | 7,817,629 |
| 1869 | 659,138 | 524,693 | 709,645 | 568,282 | 640,975 | 778,261 | 696,228 | 841,363 | 979,401 | 914,406 | 814,413 | 696,677 | 8,823,482 |
| 1870 | 654,587 | 663,391 | 614,374 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Marietta and Cincinnati:** | | | | | | | | | | | | | |
| 1866 | 90,411 | 85,447 | 84,351 | 81,181 | 96,388 | 103,373 | 98,043 | 106,921 | 104,866 | 113,504 | 112,952 | 123,802 | 1,201,239 |
| 1867 | 94,136 | 78,976 | 92,910 | 92,768 | 90,526 | 96,535 | 106,594 | 114,716 | 121,217 | 142,823 | 132,387 | 123,383 | 1,278,713 |
| 1868 | 92,433 | 81,599 | 98,482 | 108,461 | 95,416 | 95,924 | 108,413 | 126,556 | 121,519 | 125,065 | 119,169 | 121,408 | 1,294,095 |
| 1869 | 98,517 | 91,666 | 103,558 | 109,526 | 111,033 | 118,648 | 114,496 | 129,388 | 140,473 | 132,869 | 131,019 | 109,629 | 1,390,522 |
| 1870 | 90,177 | 98,275 | 101,379 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Michigan Southern & Northern Indiana:** | | | | | | | | | | | | | |
| 1863 | 248,784 | 230,508 | 557,227 | 268,613 | 264,935 | 241,236 | 189,145 | 238 012 | 308,106 | 375,567 | 332,360 | 348,048 | 3,302,543 |
| 1864 | 256,600 | 304,445 | 338,454 | 330,651 | 267,126 | 315,258 | 278,891 | 358,862 | 402,219 | 407,107 | 448,934 | 411,806 | 4,120,152 |
| 1865 | 363,996 | 366,361 | 413,974 | 365,180 | 351,489 | 387,095 | 301,613 | 418,575 | 486,808 | 524,760 | 495,072 | 351,799 | 4,826,727 |
| 1866 | 312,846 | 277,234 | 412,715 | 413,970 | 418,024 | 384,684 | 338,858 | 384,401 | 429,177 | 496,655 | 429,546 | 352,218 | 4,650,328 |
| 1867 | 305,857 | 311,088 | 395,372 | 409,248 | 357,749 | 307,968 | 313,130 | 434,318 | 488,388 | 530,871 | 429,785 | 380,034 | 4,663,808 |
| 1868 | 362,021 | 338,335 | 378,735 | 452,429 | 399,300 | 365,117 | 308,502 | 437,600 | 521,326 | 543,886 | 436,399 | 437,503 | 4,981,153 |
| 1869—*Including Lake Shore | 1,006,998* | 880,593* | 1,140,000* | 473,544 | 445,792 | 408,139 | 727,045* | 838,777* | 1,239,725* | 1,279,602* | 1,124,745* | 1,048,272* | ..... |
| 1870 | 931,873* | 1,006,961* | 1,162,697* | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Michigan Central:** | | | | | | | | | | | | | |
| 1862 | 230,159 | 159,658 | 151,902 | 175,696 | 186,039 | 174,002 | 172,189 | 216,624 | 295,956 | 322,369 | 307,474 | 258,634 | 2,650,702 |
| 1863 | 242,073 | 245,858 | 236,432 | 238,495 | 236,453 | 206,221 | 193,328 | 215,449 | 308,168 | 375,488 | 339,794 | 306,186 | 3,168,065 |
| 1864 | 252,435 | 278,848 | 348,802 | 338,276 | 271,553 | 265,780 | 263,244 | 346,781 | 408,445 | 410,802 | 405 510 | 376,470 | 3,970,946 |
| 1865 | 306,324 | 279,137 | 344,228 | 337,241 | 401,456 | 365,663 | 329,105 | 413,501 | 476,661 | 490,694 | 447,670 | 328,870 | 4,520,550 |
| 1866 | 282,439 | 265,796 | 337,158 | 343,737 | 365,196 | 335,083 | 324,986 | 359,646 | 429,161 | 493,640 | 414,604 | 308,669 | 4,260,115 |
| 1867 | 304,095 | 283,661 | 375,210 | 362,783 | 333,952 | 284,977 | 313,021 | 398,993 | 464,778 | 506,296 | 412,934 | 330,373 | 4,371.073 |
| 1868 | 343,316 | 304,315 | 326,880 | 415,758 | 369,236 | 325,501 | 321,013 | 392,942 | 456,973 | 511,820 | 410,826 | 390,671 | 4,509,251 |
| 1869 | 384,120 | 320,636 | 386,527 | 411,814 | 403,646 | 366,623 | 329,950 | 353,569 | 473,546 | 490,772 | 448,419 | 374 542 | 4,744,164 |
| 1870 | 337,992 | 329,128 | 380,430 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Milwaukee and St. Paul:** | | | | | | | | | | | | | |
| 1867 | 319,763 | 240,755 | 261,143 | 316,266 | 401,900 | 369,356 | 365,412 | 350,565 | 751,738 | 1,101,771 | 775,616 | 438,323 | 5,683,608 |
| 1868 | 369,228 | 321,203 | 333,508 | 436,412 | 565,718 | 458,191 | 423,398 | 522,682 | 1,024,045 | 1,037,464 | 556,917 | 468,880 | 6 517,646 |
| 1869 | 454,590 | 330,233 | 420,774 | 460,287 | 630,844 | 678,800 | 586,341 | 525,363 | 724,514 | 1,039,811 | 801,163 | 596,550 | 7,249,270 |
| 1870 | 396,171 | 382,823 | 377,000 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **North Missouri:** | | | | | | | | | | | | | |
| 1869 | 119,721 | 94,927 | 136,263 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1870 | 213,101 | 196,207 | 239,161 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Ohio and Mississippi:** | | | | | | | | | | | | | |
| 1864 | 210,329 | 260,466 | 309,261 | 269,444 | 224,963 | 223,242 | 268,177 | 302,596 | 332,400 | 278,006 | 346,243 | 275,950 | 3,311,077 |
| 1865 | 259,223 | 239,139 | 313,914 | 271,527 | 290,916 | 304,463 | 349,285 | 344,700 | 350,348 | 372,618 | 412,553 | 284,319 | 3,793,005 |
| 1866 | 267,541 | 246,109 | 326,236 | 277,424 | 283,130 | 253,925 | 247,262 | 305,454 | 278,701 | 310,762 | 302,426 | 281,613 | 3 380 083 |
| 1867 | 242,793 | 219,065 | 279,647 | 284,729 | 282,939 | 240,135 | 234,633 | 322,521 | 365,371 | 379,367 | 336,066 | 272,053 | 3,459,319 |
| 1868 | 211,973 | 231,351 | 265,905 | 252,149 | 204,620 | 217,082 | 194,455 | 287,557 | 307,122 | 283,329 | 274,637 | 233,861 | 2,964,041 |
| 1869 | 180,366 | 216,080 | 221,459 | 214,409 | 218,639 | 223,236 | 192,364 | 275,220 | 292,803 | 328,044 | 298.027 | 254,896 | 2,915,543 |
| 1870 | 196,787 | 218,234 | 253,065 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Pacific of Missouri:** | | | | | | | | | | | | | |
| 1869 | 194,112 | 207,302 | 294,302 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1870 | 200,879 | 250,617 | 294,874 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Philadelphia and Reading:** | | | | | | | | | | | | | |
| 1862 | 192,216 | 217,161 | 244,423 | 258,674 | 283,996 | 254,285 | 388,725 | 414,707 | 448,994 | 463,873 | 466,557 | 454,826 | 4,088,837 |
| 1863 | 335,685 | 361,834 | 396,771 | 429,929 | 505,517 | 464,809 | 451,884 | 574,486 | 714,302 | 815,902 | 746,955 | 526,009 | 6,324,083 |
| 1864 | 436,742 | 532,786 | 617,021 | 669,384 | 757,178 | 936,188 | 711,457 | 1,170,241 | 1,125,635 | 754,551 | 1,032,149 | 812,178 | 9,555,510 |
| 1865 | 653,053 | 608,305 | 116,215 | 923,283 | 416,341 | 566,979 | 957,194 | 1,121,205 | 1,351,579 | 1,419,232 | 1,196,955 | 702,685 | 10.033 026 |
| 1866 | 738,061 | 725,967 | 779,198 | 861,604 | 1,109,267 | 1,140,301 | 996,841 | 1,252,386 | 833,742 | 887,793 | 874,974 | 436,990 | 10,637,124 |
| 1867 | 500,488 | 534,561 | 703,618 | 836,603 | 965,358 | 903,974 | 864,637 | 693,104 | 873,153 | 956,658 | 837,351 | 586,779 | 9,256,284 |
| 1868 | 427,437 | 518,174 | 651,019 | 817,750 | 761,220 | 744,188 | 314,472 | 631,143 | 1,006,631 | 1,159,726 | 1,113,398 | 589,924 | 8,735,082 |
| 1869 | 479,236 | 525,490 | 755,433 | 904,834 | 499,463 | 630,680 | 1,232,903 | 1,454,026 | 1,294,621 | 1,235,366 | 1,476,405 | ..... | ..... |
| **St. Louis, Alton and Terre Haute:** | | | | | | | | | | | | | |
| 1866 | 178,120 | 155,893 | 192,138 | 170,485 | 168,699 | 162,582 | 166,015 | 222,953 | 198,884 | 244,834 | 212,227 | 177,364 | 2,250,142 |
| 1867 | 149,658 | 149,342 | 174,153 | 188,162 | 171,736 | 156,066 | 172,933 | 220,788 | 219,160 | 230,340 | 205,095 | 180,971 | 2,218,402 |
| 1868 | 127,593 | 133,392 | 149,164 | 155,388 | 130,545 | 140,408 | 143,987 | 204,597 | 196,910 | 210,473 | 174,500 | 168,696 | 1,935,753 |
| 1869 | 132,623 | 127,817 | 175,950 | 171,868 | 157,398 | 154,133 | 144,164 | 186,889 | 202,238 | 205,750 | 189,351 | 160,085 | 2,008,265 |
| 1870 | 152,393 | 158,785 | 176,877 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **St. Louis and Iron Mountain:** | | | | | | | | | | | | | |
| 1870 | 102,760 | ..... | 113,894 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Toledo, Wabash and Western:** | | | | | | | | | | | | | |
| 1867 | 237,674 | 200,793 | 270,630 | 317,052 | 329,078 | 304,810 | 309,591 | 364,724 | 382,996 | 406,766 | 351,759 | 333,480 | 3,809,353 |
| 1868 | 278,712 | 265,137 | 257,800 | 286,825 | 260,529 | 293,344 | 283,833 | 484,209 | 450,203 | 429,898 | 323,279 | 399,439 | 4,013,208 |
| 1869 | 284,192 | 268,137 | 242,705 | 311,833 | 312,529 | 348,891 | 310,800 | 450,246 | 470,720 | 422,368 | ..... | ..... | ..... |
| 1870 | ..... | 293,645 | 295,298 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Union Pacific:** | | | | | | | | | | | | | |
| 1869 | ..... | ..... | ..... | ..... | 501,420 | 706,602 | 623,560 | 617,595 | 758,467 | 857,332 | 837,388 | 716,839 | 5,709,198 |
| 1870 | 528,529 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

# NATIONAL AND STATE SECURITIES.

| * Indicates that no interest is paid. | Amounts outstanding. | Interest. Rate. | Interest. Payable. | WHEN PAYABLE. | Market Price. |
|---|---|---|---|---|---|
| **National Securities May 1, 1870.** | | | | | |
| Loan of June 14, 1858 .....registered | $20,000,000 | 5 | Jan. & July. | 1874 | 107 |
| .. .. .. ..... coupon | | 5 | " " | 1874 | .... |
| Loan of June 22, 1860 .....registered | 7,022,000 | 5 | " " | 1871 | .... |
| .. .. .. ..... coupon | | 5 | " " | 1871 | .... |
| Loans of Feb. 8, July 1, Aug. 3,'61 registered | 282,733,100 | 6 | " " | 1881 | 116⅝ |
| and March 3, 1863 ..... coupon | | 6 | " " | 1881 | 116⅝ |
| Oregon War Bonds of March 2, 1861 ..... | 945,000 | 6 | " " | 1881 | .... |
| .. .. .. .. .. ..... | | 6 | July. | 1881 | .... |
| Loan of Feb. 25, 1862 (5-20s)...registered | 514,771,600 | 6 | May & Nov. | 1882 | 110¾ |
| .. .. .. (5-20s).....coupon | | 6 | " " | 1882 | 111¼ |
| Loan of March 3, 1864 (5-20s)...registered | 3,882,500 | 6 | " " | 1884 | 109¾ |
| .. .. .. (5-20s).....coupon | | 6 | " " | 1884 | 110¾ |
| Loan of June 30, 1864 (5-20s)...registered | 125,561,300 | 6 | " " | 1884 | 109¾ |
| .. .. .. (5-20s).....coupon | | 6 | " " | 1884 | 110¾ |
| Loan of March 3, 1865 (5-20s)...registered | 203,327,250 | 6 | " " | 1885 | 110⅛ |
| .. .. .. (5-20s).....coupon | | 6 | " " | 1885 | 110⅝ |
| .. .. 2d series (5-20s)...registered | 332,998,950 | 6 | Jan. & July. | 1886 | 112¾ |
| .. .. .. (5-20s).....coupon | | 6 | " " | 1886 | 112¾ |
| .. .. 3d series (5-20s)...registered | 379,594,850 | 6 | " " | 1887 | 113⅛ |
| .. .. .. (5-20s).....coupon | | 6 | " " | 1887 | 113⅝ |
| .. .. 4th series (5-20s)...registered | 42,539,350 | 6 | " " | 1888 | 111⅝ |
| .. .. .. (5-20s).....coupon | | 6 | " " | 1888 | 113⅝ |
| Loan of March 3, 1864, (10-40s)..registered | 194,567,300 | 5 | Mar. & Sept. | 1904 | 106⅝ |
| .. .. .. (10-40s) ....coupon | | 5 | " " | 1904 | 108⅛ |
| Pacific R. R. Bonds.....(currency) | 64,457,320 | 6 | Jan. & July. | '95-'99 | 112⅝ |
| Certificates of Mar. 2, 1867, and July 25, 1868.. | 45,537,000 | 3 | ..... | Dem. | .... |
| Navy Pension Fund of July 23, 1868..... | 14,000,000 | 3 | ..... | ..... | .... |
| Loans of 1842, 1847 and 1848..... | 62,050 | 6 | ..... | Due. | .... |
| Texas Indemnity Bonds of Sept. 9, 1850 ..... | 242,000 | 5 | ..... | Due. | .... |
| Treasury Notes prior to 1857..... | 89,625 | 6 | ..... | Due. | .... |
| Treasury Notes of 1857, '61 and '63 ..... | 264,260 | var | ..... | Due. | .... |
| Treasury Notes (7-30s)..... | 711,100 | 7.3 | ..... | Due. | .... |
| Certificates of Indebtedness..... | 6,000 | 6 | ..... | Due. | .... |
| Compound Interest Notes of 1863 and 1864.... | 2,234,420 | 6 | ..... | Due. | .... |
| Temporary Loan of June 30, 1864 ..... | 181,310 | var | ..... | Due. | .... |
| U. S. Notes (greenbacks)..... | 356,107,221 | nil. | ..... | Dem. | .... |
| Fractional Currency ..... | 39,354,321 | " | ..... | " | ... |
| **State Securities, latest dates.** | | | | | |
| Alabama—State Bonds..... | 168,900 | 5 | May & Nov. | 1872 | 74 |
| .. — .. .. (extended)..... | 2,414,800 | 5 | " " | '83-'85 | .... |
| .. — .. .. (sterling)..... | 770,500 | 6 | Jan. & July. | '70-'86 | .... |
| .. — .. .. ( " extended).. | 732,800 | 5 | " " | 1886 | ... |
| .. — .. .. (new)..... | 660,200 | 8 | " " | '94-'95 | 103½ |
| Arkansas—*State Bonds (Real Estate Bank) . | 886,000 | 6 | April & Oct. | 1861 | .... |
| .. —* .. .. (State Bank)..... | 440,000 | 6 | Jan. & July. | 1868 | .... |
| California—Civil Bonds of 1867..... | 3,066,500 | 7 | Jan. & July. | 1877 | 112¼ |
| .. — .. .. 1860..... | 177,500 | 7 | " " | 1880 | .... |
| .. —Soldiers' Relief Bonds ..... | 470,500 | 7 | " " | '83-'85 | .... |
| .. — .. Bounty Bonds..... | 982,000 | 7 | " " | '83-'85 | .... |
| Connecticut—War Bonds, My,'61,(10 or 20yr) | | 6 | Jan. & July. | '71-'81 | 100 |
| .. — .. Oct.'61,(10 or 20yr) | | 6 | " " | '72-'82 | .... |
| .. — .. Nov., 1863 ..... | 7,513,692 | 6 | " " | 1883 | 99½ |
| .. — .. My',64,(10 or 20yr) | | 6 | April & Oct. | '74-'78 | .... |
| .. — .. May 1, 1865, (free) | | 6 | " " | 1885 | .... |
| .. — .. (various) registered | 867,500 | 6 | Various. | Var. | .... |
| Florida—State Bonds ..... | 500,000 | 8 | Jan. & July. | Var. | .... |
| .. — .. .. ..... | | 7 | " " | Var. | .... |
| Georgia—State Bonds (W. & A. R. R.)..... | 100,009 | 7 | Jan. & July. | 1870 | 95½ |
| .. — .. .. ( " " )..... | 176,000 | 7 | May & Oct. | 1870 | .... |
| .. — .. .. (Act March 12, 1866).... | 3,164,500 | 7 | Jan. & July. | 1886 | .... |
| .. — .. .. (W. & A. R. R.)..... | 1,519,000 | 6 | " " | '68-'74 | 56 |
| .. — .. .. ( " " )..... | 75,000 | 6 | May & Oct. | 1874 | .... |
| .. — .. .. (Atl. and Gulf R. R.)... | 734,000 | 6 | Feb. & Aug. | '78-'86 | .... |
| .. — .. .. (sterling)..... | 72,000 | 5 | Mar. & Sept. | 1869 | .... |
| Illinois—New Internal Improvement Stock... | 1,635,954 | 6 | Jan. & July. | 1870 | .... |
| .. —Interest Bonds..... | 996,649 | 6 | " " | 1877 | 100½ |
| .. —Liquidation Bonds..... | 193,400 | 6 | " " | 1865 | .... |
| .. —Refunded Stock ..... | 985,900 | 6 | " " | '69-'77 | 100 |
| .. —Thornton Loan Bonds ..... | 104,000 | 6 | " " | 1869 | .... |
| .. —War Loan Bonds ..... | 543,200 | 6 | " " | 1879 | 100 |
| .. —Ill. and Mich. Canal.....(sterling) | 792,222 | 6 | " " | 1870 | .... |
| .. — " " " .....registered | 535,367 | 6 | " " | 1870 | .... |
| Indiana—State Stock..... | 2,322,925 | 5 | Jan. & July. | 1866 | .... |
| .. —War Loan Bonds..... | 210,000 | 6 | May & Nov. | 1888 | .... |
| Iowa—State Bonds of 1858..... | 200,000 | 7 | Jan. & July. | 1868 | .... |
| .. —War and Defense Bonds of 1861..... | 300,000 | 7 | " " | 1881 | .... |
| Kansas—War Bonds, 1861-'67..... | 750,000 | 7 | Jan. & July. | '76-'97 | .... |
| .. —Territorial Debt Bonds..... | 100,000 | 6 | July. | '83-'84 | .... |
| Kentucky—State Bonds..... | 1,421,000 | 6 | April & Oct. | '71-'72 | 98 |
| .. — .. .. ..... | 339,000 | 6 | May & Nov. | 1879 | .... |
| .. — .. .. ..... | 160,000 | 5 | April & Oct. | '69-'73 | .... |
| .. —Military Bonds..... | 635,000 | 6 | Various. | '80-'93 | .... |
| Louisiana—State Bonds (Schools, &c.)..... | 684,500 | 6 | Jan. & July. | 1893 | .... |
| .. — .. .. (Railroads) ..... | 2,092,000 | 6 | Various. | '69-'06 | 76⅛ |
| .. — .. .. (Charity Hospital).... | 86,000 | 6 | Mar. & Sept. | 1872 | .... |
| .. — .. .. (Levees)..... | 1,000,000 | 6 | Various. | 1886 | 72¾ |
| .. — .. .. ( " 1867)..... | 2,414,000 | 6 | May & Nov. | 1907 | .. |
| .. — .. .. ( " 1868)..... | 3,000,000 | 8 | " " | 1908 | 91¾ |
| .. — .. .. (Funding)..... | 494,800 | 6 | Various. | '86-'88 | 73 |
| Maine—Civil Loans..... | 250,000 | 6 | Mar. & Sept. | '69-'74 | .... |
| .. — .. .. ..... | 171,000 | 6 | Various. | '75-'78 | 97¾ |
| .. —War Loan of 1861..... | 800,000 | 6 | " | 1871 | 98½ |
| .. — .. .. 1863..... | 525,000 | 6 | Mar. & Sept. | 1883 | .... |
| .. — .. .. 1864..... | 2,832,500 | 6 | June & Dec. | 1889 | 98 |
| .. —Bounty Loan of 1863..... | 475,000 | 6 | Feb. & Aug. | 1880 | 98¾ |
| Maryland—Sterling Bonds of 1838 ..... | 802,000 | 5 | J. A. J. & O. | 1865 | .... |
| .. — .. .. .. ..... | 2,252,112 | 5 | " " | '89-'90 | .... |
| .. — .. .. converted ..... | 1,214,580 | 5 | " " | '89-'90 | .... |
| .. —Currency Bonds of 1837..... | 269,000 | 6 | " " | 1890 | 95 |
| .. — .. .. 1827..... | 24,000 | 5 | " " | 1880 | .... |
| .. — .. .. 1834-'35..... | 1,438,428 | 6 | " " | '70-'85 | 95 |
| .. — .. .. 1838-'39..... | 525,008 | 6 | " " | '89-'99 | .... |
| .. — .. .. 1838-'39..... | 46,232 | 5 | " " | 1890 | 79 |
| .. —Defense Loan of 1864-'68 ..... | 2,040,100 | 6 | " " | 1883 | 102½ |
| .. —South Relief Loan of 1867..... | 100,000 | 6 | " " | 1873 | .... |

| * Indicates that no interest is paid. | Amounts outstanding. | Interest. Rate. | Interest. Payable. | WHEN PAYABLE. | Market Price. |
|---|---|---|---|---|---|
| Massachusetts—Western R. R. Loan, sterling | 3,578,696 | 5 | April & Oct. | '69-'88 | 92¾ |
| .. —Troy and Greenfield Loan, stg. | 3,506,580 | 5 | " " | '88-'90 | .... |
| .. — .. .. dollar .... | 1,166,500 | 5 | " " | '90-'94 | 93 |
| .. —Eastern R. R. Loan..... | 200,000 | 5 | Jan. & July. | '69'-71 | .... |
| .. —Nor. & Worc. R. R. Loan .... | 400,000 | 6 | " " | 1877 | 105⅞ |
| .. —B., H. & Erie R. R. Loan, stg. | 290,400 | 6 | " " | 1900 | .... |
| .. —State Scrip (var.)..... | 171,000 | 5 | Various. | 1870 | .... |
| .. — .. .. ..... | 117,000 | 5 | " | 1872 | .... |
| .. — .. .. ..... | 125,000 | 5 | April & Oct. | 1873 | .... |
| .. — .. .. ..... | 244,000 | 5 | Various. | 1874 | .... |
| .. — .. .. ..... | 162,000 | 6 | June & Dec. | '70-'72 | .... |
| .. — .. .. ..... | 50,000 | 6 | " " | 1877 | 105⅞ |
| .. —Union Fund Loan of 1861..... | 200,000 | 6 | Jan. & July. | 1871 | .... |
| .. — .. .. .. ..... | 650,000 | 6 | " " | '72-'73 | 108½ |
| .. — .. .. .. ..... | 720,000 | 6 | " " | '74-'75 | 106⅝ |
| .. — .. .. .. ..... | 1,430,000 | 6 | " " | 1876 | 106⅝ |
| .. — .. .. 1862..... | 600,000 | 5 | " " | '77-'78 | 98½ |
| .. —Back Bay Loan of 1862-'63... | 220,000 | 5 | May & Nov. | 1880 | .... |
| .. —Bounty Fund Loan of 1863... | 200,000 | 5 | Jan. & July. | 1883 | 99½ |
| .. — .. .. '64-'67, stg. | 4,000,744 | 5 | May & Nov. | 1894 | 96½ |
| .. — .. .. .. dol. | 4,379,500 | 5 | " " | 1894 | 97¾ |
| .. —Coast Defense Loan of 1863.. | 888,000 | 5 | Jan. & July. | 1883 | 98⅝ |
| .. —War Fund 5-20 Loan..... | 3,505,000 | 6 | Mar. & Sept. | 1886 | 100 |
| .. —Three Years' Loan..... | 919,324 | 6 | Var. | 3 yrs. | .... |
| Michigan—Sault Canal Bonds..... | 86,000 | 6 | Jan. & July. | 1879 | .... |
| .. —Renewal Loan..... | 200,000 | 6 | " " | 1878 | 96½ |
| .. —Two Million Loan ..... | 1,728,000 | 6 | " " | '73-'83 | 93 |
| .. —War Loan..... | 896,000 | 7 | " " | 1886 | .... |
| .. —Bounty Loan ..... | 463,000 | 7 | May & Nov. | 1890 | 100¾ |
| Minnesota—*Railroad Loan..... | 2,275,000 | 7 | Jan. & July. | 1883 | .... |
| Mississippi—*State Bonds (for banks)..... | 7,000,000 | 6 | Jan. & July. | '41-'71 | .... |
| Missouri—State Bonds proper..... | 453,000 | 6 | Jan. & July. | '62-'90 | .... |
| .. —Consols. (interest)..... | 2,830,000 | 6 | " " | 1887 | .... |
| .. —Railroad Loans ..... | 13,734,000 | 6 | " " | '82-'90 | 92½ |
| .. —S. W. Pacific, guar..... | 1,589,000 | 7 | " " | '81-'87 | .... |
| .. —Han. and St. Jo. R. R. Loan..... | 3,000,000 | 6 | " " | '81-'85 | 92½ |
| Nebraska—(No Account)..... | ..... | ... | ..... | ..... | .... |
| Nevada—(No Account)..... | ..... | ... | ..... | ..... | .... |
| New Hampshire—War Loan of July 1, 1861.. | 1,089,800 | 6 | Jan. & July. | '69-'78 | 97¾ |
| .. — .. of Sept. 1, 1864.. | 600,000 | 6 | Mar. & Sept. | '84-'89 | 98½ |
| .. — .. of Oct. 1, 1865.. | 1,267,000 | 6 | April & Oct. | '69-'74 | 99 |
| .. — .. of July 1, 1866.. | 500,000 | 8 | Jan. & July. | 1869 | .... |
| New Jersey—War Loan of 1861 (free)..... | 1,599,800 | 6 | Jan. & July. | '69-'84 | 103½ |
| .. — .. of 1863 (free)..... | 1,002,900 | 6 | " " | '86-'96 | .... |
| .. — .. of 1864..... | 593,409 | 6 | " " | '97-'02 | .... |
| New York—General Fund Stocks..... | 700,000 | 7 | J. A. J. & O. | 1870 | 110 |
| .. — .. .. ..... | 800,000 | 6 | " " | 1878 | .... |
| .. — .. .. ..... | 1,189,781 | 6 | " " | pleas. | .... |
| .. — .. .. ..... | 900,009 | 5 | " " | 1875 | .... |
| .. — .. .. ..... | 348,107 | 5 | " " | pleas. | .... |
| .. —Canal Stocks..... | 2,607,300 | 6 | J. A. J. & O. | 1872 | 115 |
| .. — .. ..... | 5,726,800 | 6 | " " | 1873 | 115 |
| .. — .. ..... | 2,250,000 | 6 | " " | 1874 | .... |
| .. — .. ..... | 500,000 | 6 | " " | 1875 | .... |
| .. — .. ..... | 900,000 | 6 | " " | 1877 | .... |
| .. — .. ..... | 2,035,800 | 5 | " " | 1874 | .... |
| .. —Bounty Stock..... | 3,757,000 | 7 | Jan. & July. | 1877 | .... |
| .. — .. Bonds..... | 22,186,000 | 7 | " " | 1877 | 110½ |
| North Carolina—State Bonds (old)..... | 8,511,000 | 6 | J.&J.orA.&O. | '69-'91 | 47¾ |
| .. — .. (new)..... | 3,059,045 | 6 | " " | '92-'98 | 23½ |
| .. — .. (Chatham R. R.) | 3,200,000 | 6 | Jan. & July. | 1900 | .... |
| .. — .. (funding) ..... | 2,439,900 | 6 | Jan. & July. | 1898 | .... |
| Ohio—State Loan (New York)..... | 2,026,171 | 6 | Jan. & July. | 1870 | 100 |
| .. — .. ( " )..... | 1,600,000 | 6 | " " | 1875 | 102 |
| .. — .. ( " )..... | 4,095,309 | 6 | " " | 1881 | 102½ |
| .. — .. ( " )..... | 2,400,000 | 6 | " " | 1886 | 104 |
| .. —Union Loan (Columbus)..... | 400,000 | 6 | May & Nov. | 1871 | .... |
| Oregon—Bounty Bonds..... | 94,015 | 7 | Jan. & July. | 1884 | .... |
| .. —Relief Bonds ..... | 82,142 | 7 | " " | 1874 | .... |
| Pennsylvania—State Stocks ..... | 2,797,910 | 6 | Various. | Due. | .... |
| .. — .. ..... | | 5 | " " | " | .... |
| .. — .. ..... | 1,642,128 | 5 | Jan. & July. | 1870 | 100 |
| .. —Coupon Loans..... | 4,724,000 | 5 | Various. | '72-'82 | 103 |
| .. — .. ..... | 112,000 | 4½ | Jan. & July. | 1882 | .... |
| .. —Inclined Plane Loan..... | 400,000 | 6 | April & Oct. | 1879 | .... |
| .. —Redemption Loan of 1867..... | 4,907,150 | 6 | Feb. & Aug. | 1872 | 104¾ |
| .. — .. .. .. ..... | 7,909,600 | 6 | " " | 1877 | 107½ |
| .. — .. .. .. ..... | 9,273,050 | 6 | " " | 1882 | 110 |
| .. — .. .. .. ..... | 910,200 | 5 | " " | '72-'87 | .... |
| .. —Military Loan..... | 2,820,750 | 6 | " " | 1871 | 104 |
| Rhode Island—War Loan of 1861..... | 30,500 | 6 | April & Oct. | 1871 | 99 |
| .. — .. of 1862..... | 1,157,000 | 6 | Mar. & Sept. | 1882 | 98½ |
| .. — .. of 1863..... | 214,000 | 6 | April & Oct. | 1883 | 99½ |
| .. — .. of 1863..... | 776,000 | 6 | Jan. & July. | 1893 | 99 |
| .. — .. of 1864..... | 881,000 | 6 | Feb. & Aug. | 1894 | 97 |
| South Carolina—Fire Loan, 1838 ..... | 314,454 | 6 | J. A. J. & O. | 1870 | .... |
| .. — .. (stg.)..... | 484,445 | 5 | " " | 1868 | .... |
| .. —State House Loans..... | 2,386,000 | 6 | Jan. & July. | '71-'90 | .... |
| .. —Blue Ridge R. R..... | 1,000,000 | 6 | " " | '75-'79 | 90 |
| .. —Funding Bonds ..... | 1,282,971 | 6 | " " | '70-'90 | 82 |
| Tennessee—State Bonds ..... | 1,398,640 | 5 | April & Oct. | Var. | .... |
| .. — .. ..... | 289,160 | 5½ | " " | " | .... |
| .. — .. ..... | 1,706,000 | 6 | " " | " | .... |
| .. —Railroad Loans ..... | 25,903,000 | 6 | Jan. & July. | long. | 60½ |
| .. —Railroad Endorsements ..... | 2,172,000 | 6 | " " | Var. | .... |
| .. —Funding Bonds ..... | 4,677,950 | 6 | " " | " | 55¾ |
| Texas—No legal debt..... | ..... | ... | ..... | ..... | .... |
| Vermont—State Bonds..... | 1,026,000 | 6 | June & Dec. | '71-'78 | 98¾ |
| .. — .. Certificates..... | 201,000 | 6 | " " | '71-'78 | .... |
| Virginia—State Stock..... | 20,653,962 | 6 | Jan. & July. | long. | 69¾ |
| .. — .. Bonds ..... | 10,963,000 | 6 | " " | " | .... |
| .. — .. .. stg..... | 2,331,500 | 5 | " " | " | .... |
| .. —Funding Stock..... | 2,880,801 | 6 | " " | 1870 | 69½ |
| .. — .. Bonds ..... | 3,446,000 | 6 | " " | '80-'90 | .... |
| .. —Guaranteed Bonds..... | 1,735,380 | 6 | " " | Var. | .... |
| West Virginia—No Debt..... | ..... | ... | ..... | ..... | .... |
| Wisconsin—War Loan Bonds..... | 167,800 | 6 | Jan. & July. | '77-'88 | .... |

# AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. When. | Interest Payable. Where. | Due. | Price. |
|---|---|---|---|---|---|---|
| Adirondack: | | | | | | |
| 1st Mortgage | $915,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| Albany and Susquehanna: | | | | | | |
| 1st Mortgage | 1,000,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| Albany City Loan | 1,000,000 | 6 | May & Nov. | " " | 1895 | .... |
| 2d Mortgage for $2,000,000 | 2,000,000 | 7 | April & Oct. | " " | 1885 | 98 |
| 3d Mortgage | 175,000 | 7 | May & Nov | " " | 1889 | .... |
| Allegheny Valley: | | | | | | |
| General Mortgage | 3,785,000 | 7.3 | Jan. & July | New York. | 1896 | .... |
| 1st Mortgage Eastern Ex | 59,000 | ... | ..... | ..... | .... | .... |
| Bonds to State of Pennsylvania. | 3,500,000 | ... | ..... | ..... | .... | .... |
| Androscoggin: | | | | | | |
| 1st Mortgage | 425,000 | 6 | April & Oct. | Portland. | 1890 | .... |
| Atlantic and Great Western: | | | | | | |
| 1st Mortgage (New York) | | 7* | April & Oct. | London. | 1879 | .... |
| 1st Mortgage (Pennsylvania) | | 7* | " " | " | 1877 | .... |
| 1st Mortgage (Ohio) | | 7 | " " | New York. | 1876 | .... |
| 1st Mortgage (Franklin Branch) | 6,000,000 | 7* | June & Dec. | London. | 1882 | .... |
| 1st Mortgage (Buffalo Extension) | | 7* | April & Oct. | " | 1884 | .... |
| 1st Mortgage (Silver Creek Br.). | | 7* | March & Sept. | " | 1884 | .... |
| 2d Mortgage (New York) | | 7 | April & Oct. | New York. | 1881 | .... |
| 2d Mortgage (Pennsylvania) | 3,000,000 | 7* | " " | London. | 1882 | .... |
| 2d Mortgage (Ohio) | | 7* | Jan. & July. | " | 1883 | .... |
| 1st Consolidated Mortgage | 20,000,000 | 7* | April & Oct. | " | 1895 | .... |
| 2d Consolidated Mortgage | 7,000,000 | 5* | " " | " | 18— | .... |
| Income Mortgage | 8,701,806 | 7* | " " | " | 18— | .... |
| Atlantic and Gulf: | | | | | | |
| 1st Mortgage Consolidated | 2,000,000 | | — & — | New York. | 1898 | .... |
| Atlantic and St. Lawrence: | | | | | | |
| Portland City Loan (skg fund) | 1,500,000 | 6 | Various. | B. & N. Y. | '68-'70 | 99½ |
| 2d Mortgage | 1,614,500 | 6 | April & Oct. | Portland. | 1866 | .... |
| 2d Mortgage, sterling | 885,500 | 6* | " " | London. | 1866 | .... |
| *Sterling Loan* | 484,000 | 6* | May & Nov. | " | 1878 | .... |
| Baltimore and Ohio: | | | | | | |
| Loan of 1855 | 863,250 | 6 | Jan. & July. | Baltimore. | 1875 | 95½ |
| Loan of 1850 | 579,500 | 6 | " " | " | 1880 | 96 |
| Loan of 1853 | 1,710,500 | 6 | April & Oct. | " | 1885 | 94 |
| Baltimore City Loan of 1855 | 5,000,000 | 6 | Jan. & July. | " | 1890 | .... |
| Northwestern Va. R. R. 2d Mort. | 458,500 | 6 | " " | " | 1873 | .... |
| Northwestern Va. R. R. 3d Mort. | 140,000 | 6 | " " | " | 1885 | .... |
| Bay de Noquet and Marquette: | | | | | | |
| 1st Mortgage Income | 250,000 | 8 | April & Oct. | New York. | '70-'71 | .... |
| Bellefontaine: | | | | | | |
| 1st Mortgage (B. and Ind. R.R.). | 791,000 | 7 | Jan. & July. | New York. | '70-'90 | .... |
| Bellefonte and Snow Shoe: | | | | | | |
| 1st Mortgage | 99,000 | 6 | Jan. & July. | Philadelphia. | 1876 | .... |
| Belvidere Delaware: | | | | | | |
| 1st Mortgage (guar. by C. & A.) | 1,000,000 | 6 | June & Dec. | New York. | 1877 | 85 |
| 2d Mortgage (guar. by C. & A.) | 500,000 | 6 | March & Sept. | Princeton. | 1885 | 82 |
| 3d Mortgage (guar. by C. & A.) | 745,000 | 6 | Feb. & Aug. | " | 1887 | 83 |
| Blue Ridge, S. Car.: | | | | | | |
| 1st Mortgage of $2,500,000 | ..... | 7 | Jan. & July. | Charleston. | 1898 | .... |
| Boston and Albany: | | | | | | |
| *Sterling Loans* | 2,051,520 | 5* | April & Oct. | London. | '69-'71 | .... |
| Dollar Loan | 798,000 | 6 | " " | Boston. | 1875 | .... |
| Boston, Clinton and Fitchburg. | | | | | | |
| 1st Mortgage | 400,000 | 6 | Jan. & July. | Boston. | 1884 | .... |
| Boston, Concord and Montreal: | | | | | | |
| 1st Mort. (Conc. to War. 71 m.). | 204,000 | 7 | Feb. & Aug. | New York. | 1865 | 94¾ |
| 2d Mort. conv. (1st M. on 22½ m.) | 100,000 | 6 | Jan. & July. | Boston. | 1870 | 90½ |
| 2d Mort. conv. (1st M. on 22½ m.) | 250,000 | 7 | " " | New York. | 1870 | .... |
| Sinking Fund Mortgage | 496,000 | 6 | " " | Boston. | 1889 | 94 |
| Boston, Hartford and Erie: | | | | | | |
| 1st Mortgage (old) | 600,000 | 7 | March & Sept. | Boston. | 1884 | 53 |
| 1st Mortgage (new) for $20,000,000 | ..... | 7 | Jan. & July. | " | 1899 | 38½ |
| Boston and Lowell: | | | | | | |
| Convertible bonds | 101,000 | 6 | Jan. & July. | Boston. | 1873 | .... |
| Scrip certificates | 366,000 | 3 | April & Oct. | " | 1873 | 96½ |
| Wharf purchase bonds | 200,000 | 6 | " " | " | 1879 | 97 |
| Buffalo, Bradford and Pittsburg: | | | | | | |
| 1st Mortgage | 580,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| Buffalo, Corry and Pittsburg: | | | | | | |
| 1st Mortgage (B., C. & P. of Pa.) | 100,000 | 7 | Jan. & July. | Pittsburg. | 18— | .... |
| 1st Mort. (Buff. & O.C.Cross-cut) | 600,000 | 7 | " " | New York. | 18— | .... |
| Buffalo and Erie: | | | | | | |
| Co. bonds (Buff. and State Line) | 400,000 | 7 | June & Dec. | New York. | 1870 | 86 |
| Co. bonds (Buff. and State Line) | 100,000 | 7 | May & Nov. | " " | 1873 | .... |
| Co. bonds (Buff. and State Line) | 200,000 | 7 | Jan. & July. | " " | 1882 | .... |
| Co. bonds (Erie and Northeast). | 300,000 | 7 | March & Sept. | " " | 1886 | .... |
| Buffalo, New York and Erie: | | | | | | |
| 1st Mortgage | 2,000,000 | 7 | June & Dec. | New York. | 1877 | 91 |
| 2d Mortgage | 380,000 | 7 | May & Nov. | " " | 1872 | 83½ |
| Burlington, Cedar Rapids & Minn.: | | | | | | |
| 1st Mortgage | 600,000 | 8 | Feb. & Aug. | New York. | 1919 | .... |
| Burlington and Missouri River: | | | | | | |
| Land Grant Mortgage | 4,690,608 | 7 | April & Oct. | New York. | 1893 | 89 |
| 1st Convertible bonds | 600,000 | 7 | Jan & July. | " " | 1870 | .... |
| 2d Convertible bonds | 600,000 | 7 | " " | " " | 1875 | .... |
| 3d Convertible bonds | 958,545 | 8 | " " | " " | 1894 | 100 |
| California Pacific: | | | | | | |
| 1st Mortgage, sinking fund | 2,250,000 | 7* | Jan. & July. | New York. | 1889 | .... |
| Camden and Amboy: | | | | | | |
| *Sterling Bonds*, skg fund £337,250 | 1,632,290 | 6* | Jan. & July. | London. | 1880 | .... |
| *Sterling Loan*, skg fund £369,200 | 1,846,000 | 5* | March & Sept. | " | 1894 | .... |
| Loan for $800,000 | 323,220 | 6 | April & Oct. | New York. | 1870 | 99 |
| Loan for $675,000 | 675,000 | 6 | " " | " " | 1875 | 95 |
| Loan for $1,700,000 | 1,700,000 | 6 | Feb. & Aug. | " " | 1883 | 90 |
| Loan for $2,500,000 | 867,000 | 6 | May & Nov. | " " | 1889 | 88½ |
| Consol. Mortgage for $5,000,000 | 4,665,940 | 6 | June & Dec. | " " | 1889 | 94 |
| Camden and Atlantic: | | | | | | |
| 1st Mortgage | 490,000 | 7 | Jan. & July. | Philadelphia. | 1873 | .... |
| 2d Mortgage | 500,000 | 7 | April & Oct. | " | 1880 | .... |
| Camden and Burlington County: | | | | | | |
| 1st Mortgage of 1867 for $350 000 | 305,000 | 6 | Feb. & Aug. | Philadelphia. | 1897 | .... |
| Cape Cod Central: | | | | | | |
| 1st Mortgage | 125,000 | 6 | Jan. & July. | Boston. | '69-'73 | .... |
| Catawissa: | | | | | | |
| 1st Mortgage | $371,000 | 7 | Feb. & Aug. | Philadelphia. | 1882 | 97 |
| Cedar Falls and Minnesota: | | | | | | |
| 1st Mort. (C. F. to Waver. 14 m.) | 294,000 | 7 | April & Oct. | New York. | 1885 | .... |
| 1st Mort. (W. to Minn. L. 67 m.) | 1,407,000 | 7 | Jan. & July. | " " | 1887 | .... |
| Cedar Rapids and Missouri River: | | | | | | |
| 1st Mortgage | 3,586 | 7 | Jan. & July. | New York. | 1916 | 87½ |
| Central Branch Union Pacific: | | | | | | |
| 1st Mort. (Atchison & Pike's P.) | 1,600,000 | 6* | May & Nov. | New York. | '95-'96 | .... |
| 2d Mortgage Governm't subsidy. | 1,600,000 | 6 | Jan. & July. | " " | '95-'96 | .... |
| Central of Georgia: | | | | | | |
| 1st Mortgage | 786,000 | 7 | March & Sept. | Savannah. | 1875 | 98½ |
| Central of New Jersey: | | | | | | |
| 1st Mortgage | 900,000 | 7 | Feb. & Aug. | New York. | 1870 | 100 |
| 2d Mortgage | 600,000 | 7 | May & Nov. | " " | 1875 | 103 |
| New Loan for $5,000,000 | 1,500,000 | 7 | Feb. & Aug. | " " | 1890 | 99 |
| Central Ohio: | | | | | | |
| 1st Mortgage | 2,500,000 | 6 | March & Sept. | New York. | 1890 | 84 |
| Central Pacific of California: | | | | | | |
| *1st Mortgage* (on 725 m.) free | 26,010,000 | 6* | Jan. & July. | New York. | 1895 | 91¾ |
| *2d Mortgage* (paid by Cal.) | 1,500,000 | 7* | " " | " " | 1885 | 111½ |
| Convertible bonds | 1,500,000 | 7* | " " | " " | 1883 | 104¾ |
| National Loan | 26,010,000 | 6 | " " | " " | 1895 | .... |
| Charlotte and South Carolina: | | | | | | |
| 1st Mortgage for $500,000 | 334,000 | 7 | Jan. & July. | New York. | 1880 | .... |
| Cheraw and Darlington: | | | | | | |
| 1st Mortgage | 150,000 | 7 | Jan. & July. | Charleston. | 1870 | .... |
| Chesapeake and Ohio (Va. Cent.): | | | | | | |
| 1st Mortgage for $15,000,000 | ..... | 6* | May & Nov. | New York. | 1900 | 90 |
| Cheshire: | | | | | | |
| Company bonds | 771,800 | 6 | Jan. & July. | Boston. | '75-'80 | 92¾ |
| Chester Valley: | | | | | | |
| 1st Mortgage | 500,000 | 7 | May & Nov. | Philadelphia. | 1872 | 51½ |
| Chicago and Alton: | | | | | | |
| 1st Mortgage, pref. sinking fund. | 402,000 | 7 | May & Nov. | New York. | 1877 | 96 |
| 1st Mortgage | 2,400,000 | 7 | Jan. & July. | " " | 1893 | 102½ |
| Income bonds (2d Mortgage) | 1,100,000 | 7 | April & Oct. | " " | 1883 | 88½ |
| Chicago, Burlington and Quincy: | | | | | | |
| Trust Mortgage | 3,078,000 | 8 | Jan. & July. | New York. | 1883 | 113 |
| Trust Mortgage, convertible | 150,000 | 8 | " " | " " | 1883 | .... |
| *2d Mortgage* | 941,000 | 4½ | July. | Frankfort. | 1890 | .... |
| Company bonds | 680,000 | 7 | March & Sept. | New York. | 1890 | .... |
| Chicago, Cincinnati and Louisv.: | | | | | | |
| 1st Mortgage for $1,000,000 | 400,000 | 7* | Jan. & July. | New York. | 1887 | .... |
| Chicago and Great Eastern: | | | | | | |
| Construction | 400,000 | 7 | April & Oct. | New York. | 1895 | .... |
| Income | 300,000 | 7 | " " | " " | 1895 | .... |
| Chicago, Danville and Vincennes: | | | | | | |
| 1st Mortgage S. F. | 2,500,000 | 7* | April & Oct | New York. | 1909 | 95 |
| Chicago, Iowa and Nebraska: | | | | | | |
| 1st Mortgage | 1,110,000 | 7 | Jan. & July. | New York. | 1881 | .... |
| Chicago and Milwaukee, (45 m'ls): | | | | | | |
| 1st Mortgage (C. and N. W.) | 397,000 | 7 | May & Nov. | New York. | 1874 | 91½ |
| Chicago and Northwestern: | | | | | | |
| Pref. sinking fund b'ds (193 m.). | 1,249,500 | 7 | Feb. & Aug. | New York. | 1885 | 97½ |
| Funded Coupons | 755,000 | 7 | May & Nov. | " " | 1883 | 92 |
| General 1st Mortgage | 3,594,500 | 7 | Feb. & Aug. | " " | 1885 | 95 |
| 1st Mortgage, Appleton Ext. | 184,000 | 7 | " " | " " | 1885 | 84 |
| 1st Mortgage, Green Bay Ext. | 300,000 | 7 | " " | " " | 1885 | 87½ |
| Equipment Bonds | 101,000 | 7 | April & Oct. | " " | 1874 | ... |
| Mississippi River Bridge Bonds. | 200,000 | 7 | Jan. & July. | " " | 1884 | .... |
| Elgin and State L. purchase b'ds | 189,000 | 6 | " " | " " | 1878 | .... |
| Consolidated sinking fund bonds | 3,296,000 | 7 | F. M. A. & N. | " " | 1915 | 87½ |
| Equipment Bonds | 1,375,000 | 10 | May & Nov. | " " | '68-'71 | .... |
| 1st Mort. (Gal. & Chic. U. R. R.) | 1,919,000 | 7 | Feb. & Aug. | " " | 1882 | 96 |
| 2d Mort. (Gal. & Chic. U. R. R.) | 1,029,000 | 7 | May & Nov. | " " | 1875 | 95 |
| 1st Mortgage (Peninsula R.R.) | 1,010,000 | 7 | March & Sept. | " " | 1898 | 90 |
| 1st Mort. (Chi. & Mil. R.W. 85 m) | 1,098,000 | 7 | Jan. & July. | " " | 1898 | .... |
| 1st Mortgage (Beloit & Mad. R.) | 363,000 | 7 | " " | " " | 1888 | .... |
| Chicago, Rock Island and Pacific: | | | | | | |
| 1st Mortgage (C. & R. I. R.R.) | 1,397,000 | 7 | Jan. & July. | New York. | 1870 | 105 |
| 1st Mort. (C., R. I. and P. R. R.) | 7,375,000 | 7 | " " | " | 1896 | 98½ |
| Chillicothe and Brunswick: | | | | | | |
| 1st Mortgage | 500,000 | 8 | May & Nov. | New York. | 1894 | 82½ |
| Cincinnati, Dayton and Eastern: | | | | | | |
| 1st Mortgage | 465,000 | 7 | Feb. & Aug. | New York. | 1896 | .... |
| Cincinnati, Hamilton and Dayton: | | | | | | |
| 2d Mortgage (1st Mort. paid) | 1,250,000 | 7 | May & Nov. | New York. | 1880 | 80 |
| 3d Mortgage | 500,000 | 8 | Jan. & July. | " " | 1885 | .... |
| New Mortgage | 282,000 | 7 | " " | " " | 1877 | .... |
| Cincinnati and Indiana: | | | | | | |
| 1st Mortgage | 2,500,000 | 7 | June & Dec. | New York. | 1892 | 73 |
| 2d Mortgage | 2,000,000 | 7 | Jan. & July. | " " | '77-'87 | 79 |
| Cincinnati and Indianapolis Junc.: | | | | | | |
| 1st Mortgage | 1,200,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| 2d Mortgage | 800,000 | 7 | March & Sept. | " " | 1893 | .... |
| 1st Mortgage (Newcastle Br.) | 250,000 | 7 | June & Dec. | " " | 1884 | .... |
| Cincinnati and Martinsville: | | | | | | |
| 1st Mort. (guar. by I. C. & Laf.) | 400,000 | 7 | Jan. & July. | New York. | 1895 | .... |
| Cincinnati, Richmond & Chicago: | | | | | | |
| 1st Mortgage | 560,000 | 7 | Jan. & July. | New York. | 1895 | .... |
| Cincinnati and Zanesville: | | | | | | |
| 1st Mortgage | 1,300,000 | 7 | May & Nov. | New York. | 1893 | ... |
| Cincinnati, Sandusky and Clev.: | | | | | | |
| 1st mortgage | 976,000 | 7 | June & Dec. | New York. | 1890 | 74½ |
| Cleveland, Columbus and Cinc.: | | | | | | |
| 1st Mortgage | 425,000 | 7 | June & Dec. | New York. | '68-'90 | ... |
| Cleveland and Mahoning: | | | | | | |
| 1st Mortgage | 850,000 | 7 | Feb. & Aug. | New York. | 1873 | .... |
| 3d Mortgage | 587,000 | 8 | March & Sept. | " " | 1876 | .... |
| Hubbard Branch, 1st Mortgage. | 147,500 | 7 | Jan. & July. | " " | 1881 | .... |
| Cleveland and Pittsburg: | | | | | | |
| 2d Mortgage (or 1st Extension) | 1,130,000 | 6 | March & Sept. | New York. | 1873 | 100 |
| 3d Mortgage (or 2d Extension) | 1,597,000 | 7 | May & Nov. | " " | 1875 | 92 |
| 4th Mortgage (or 3d Extension). | 1,106,489 | 7 | Jan. & July. | " " | 1892 | 78½ |
| Consol. S. F. Mort. ($5,000,000) | 876,000 | 7 | May & Nov. | " " | 1890 | 84 |

# AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. When. | Interest Payable. Where. | Due. | Price. |
|---|---|---|---|---|---|---|
| **Clev., Painesv. & Ash. (L. Shore):** | | | | | | |
| 1st Mortgage | $500,000 | 7 | Jan. & July. | New York. | 1874 | .... |
| 2d Mortgage | 1,000,000 | 7 | " " | " " | 1880 | .... |
| 3d Mortgage | 1,000,000 | 7 | April & Oct. | " " | 1892 | .... |
| **Cleveland & Toledo (Lake Shore):** | | | | | | |
| 1st Mort. (Junc. R. R. 1st Div.) | 13,000 | 7 | April & Oct. | New York. | 1867 | .... |
| 1st Mort. (Junc. R. R. 2d Div.) | 116,000 | 7 | June & Dec. | " " | 1882 | .... |
| 1st Mortgage S. F. (Clev. & Tol.) | 2,015,000 | 7 | Jan. & July. | " " | 1885 | 101 |
| 2d Mortgage (Clev. and Tol.) | 1,000,000 | 7 | April & Oct. | " " | 1886 | .... |
| **Columbia and Augusta:** | | | | | | |
| 1st Mortgage for $1,000,000 | 410,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| **Columbus, Chicago & Ind. Cent.:** | | | | | | |
| Consol. 1st Mortgage skg fund | 15,000,000 | 7 | April & Oct. | New York. | 1908 | 83½ |
| **Columbus and Indiana Central:** | | | | | | |
| 2d Mortgage | 821,000 | 7 | May & Nov. | New York. | 1886 | 63 |
| Income Bonds | 1,243,000 | 7 | " " | " " | 1881 | .... |
| **Columbus and Hocking Valley:** | | | | | | |
| 1st Mortgage | 262,500 | 7 | Jan. & July. | New York. | 1897 | .... |
| Consol. 2d Mortgage skg fund | 5,000,000 | 7 | Feb. & Aug. | " " | 1909 | .... |
| **Columbus and Xenia:** | | | | | | |
| 1st Mortgage for $500,000 | 248,000 | 7 | March & Sept. | Columbus. | 1890 | .... |
| **Connecticut and Passumpsic Riv.:** | | | | | | |
| 1st Mortgage sinking fund | 500,000 | 6 | June & Dec. | Boston. | 1876 | 92 |
| Notes of '66 and '67, free | 295,000 | 7 | " " | " | '76-'77 | 100 |
| **Connecticut River:** | | | | | | |
| 1st Mortgage | 250,000 | 6 | March & Sept. | Boston. | 1878 | 98 |
| **Connecting:** | | | | | | |
| 1st Mortgage guaranteed | 1,000,000 | 6 | Jan. & July. | Philadelphia. | 1896 | 88½ |
| **Cumberland and Pennsylvania:** | | | | | | |
| 1st Mortgage for $1,000,000 | 875,000 | 6 | March & Sept. | New York. | 1891 | .... |
| 2d Mortgage sinking fund | 799,000 | 6 | May & Nov. | " " | 1885 | .... |
| **Cumberland Valley:** | | | | | | |
| 1st Mortgage | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | .... |
| 2d Mortgage | 109,500 | 8 | " " | " | 1904 | .... |
| **Danbury and Norwalk:** | | | | | | |
| 1st Mortgage | 100,000 | 7 | Jan. & July. | New York. | 1880 | .... |
| **Danv., Urbana, Blooming. & Pekin:** | | | | | | |
| 1st Mortgage sinking fund | 2,000,000 | 7 | Jan. & July. | New York. | 1908 | .... |
| **Dayton and Michigan:** | | | | | | |
| 1st Mortgage sinking fund | 2,802,000 | 7 | Jan. & July. | New York. | 1881 | .... |
| 2d Mortgage | 642,000 | 7 | March & Sept. | " " | 1884 | .... |
| 3d Mortgage | 700,000 | 7 | April & Oct. | " " | 1888 | .... |
| **Dayton and Union:** | | | | | | |
| 1st Mortgage, registered | 149,000 | 7 | March & Sept. | New York. | 1879 | .... |
| 2d Mortgage | 135,000 | 7 | June & Dec. | " " | 1879 | .... |
| Income Bonds | 252,445 | 6 | " " | " " | 1879 | .... |
| **Dayton and Western:** | | | | | | |
| 1st Mortgage | 275,000 | 7 | March & Sept. | New York. | 1882 | .... |
| 2d Mortgage | 463,000 | 6 | Jan. & July. | " " | 1905 | .... |
| **Delaware:** | | | | | | |
| 1st Mortgage | 500,000 | 6 | Jan. & July. | Philadelphia. | 1875 | .... |
| Guaranteed Bonds | 100,000 | 6 | " " | " | 1875 | .... |
| State Loan | 170,000 | 6 | " " | " | 1876 | .... |
| Extension Mortgage | 100,000 | 6 | " " | " | 1880 | .... |
| **Delaware, Lackawan. & Western:** | | | | | | |
| 1st Mort. (L. & W.) for $900,000 | 564,000 | 7 | Jan. & July. | New York. | 1871 | 98 |
| 1st Mort. (East. Ext.) $1,500,000 | 1,111,000 | 7 | April & Oct. | " " | 1875 | 98 |
| 2d Mort. (General) for $2,600,000 | 1,633,000 | 7 | March & Sept. | " " | 1881 | 87¼ |
| **Des Moines Valley:** | | | | | | |
| 1st Mortgage (on 154 miles) | 2,310,000 | 8 | April & Oct. | New York. | 1877 | .... |
| Income Bonds | 462,000 | 7 | Jan. & July. | " " | 1884 | .... |
| **Detroit and Milwaukee:** | | | | | | |
| 1st Mortgage, convertible | 2,500,000 | 7 | May & Nov. | New York. | 1875 | .... |
| 2d Mortgage | 1,000,000 | 8 | " " | " " | 1875 | .... |
| 1st Mortgage Funded Coupons | 628,525 | 7 | Jan. & July. | " " | 1875 | .... |
| 2d Mortgage Funded Coupons | 377,115 | 7 | May & Nov. | " " | 1875 | .... |
| Bonds of June 30, 1866, (cond) | 1,861,639 | 6 | ..... | " " | 1886 | .... |
| **Detroit, Mon. & Tol. (M.S. & N.I.)** | | | | | | |
| 1st Mortgage | 924,000 | 7 | Feb. & Aug. | New York. | 1876 | 92½ |
| **Detroit and Pontiac (Detr. & Mil.):** | | | | | | |
| 1st Mortgage | 100,000 | 7 | Jan. & July. | New York. | 1878 | .... |
| 1st Mortgage | 150,000 | 7 | April & Oct. | " " | 1878 | .... |
| 2d Mortgage | 250,000 | 8 | Feb. & Aug. | " " | 1886 | .... |
| **Dubuque and Sioux City:** | | | | | | |
| 1st Mortgage (1st Division) | 300,000 | 7 | Jan. & July. | New York. | 1883 | 97 |
| 1st Mortgage (construction) | 660,000 | 7 | " " | " " | 1894 | |
| Sinking Fund (convertible) | 1,000,000 | 7 | May & Nov. | " " | 1888 | .... |
| **Dubuque Southwestern:** | | | | | | |
| 1st Mortgage, preferred | 100,000 | 7 | Jan. & July. | New York. | 1895 | .... |
| 2d Mortgage, ordinary | 450,000 | 7 | " " | " " | 1895 | .... |
| **East Brandywine & Waynesburg:** | | | | | | |
| 1st Mortgage | 140,000 | 7 | Feb. & Aug. | Philadelphia. | 1882 | .... |
| **East Pennsylvania:** | | | | | | |
| 1st Mortgage, Sinking Fund | 506,900 | 7 | April & Oct. | Philadelphia. | 1888 | .... |
| **East Tennessee and Georgia:** | | | | | | |
| Tennessee Loan (old) | 1,037,000 | 6 | Jan. & July. | New York. | 1882 | .... |
| Tennessee Loan (1866) | 430,277 | 6 | " " | " " | 1898 | .... |
| Mortgage (old) | 640,000 | 6 | " " | " " | 1880 | .... |
| Mortgage (new) | 136,400 | 7 | " " | " " | 1880 | .... |
| **East Tennessee and Virginia:** | | | | | | |
| Tennessee Loan (old) | 1,599,000 | 6 | Jan. & July. | New York. | 1888 | .... |
| Tennessee Loan (1866) | 600,000 | 6 | " " | " " | 1898 | .... |
| Tennessee endorsed bonds | 178,000 | 6 | " " | " " | 18— | .... |
| **Eastern:** | | | | | | |
| State Loan (1st Lien) | 275,000 | 5 | J. A. J. & O. | Boston. | 68-'72 | .... |
| 2d *Mortgage*, (convert. sterling) | 420,000 | 5* | Jan. & July. | London. | 1872 | .... |
| 2d Mortgage, convertible | 733,000 | 6 | Feb. & Aug. | Boston. | 1874 | 96 |
| 1st Mortgage (Essex Railroad) | 214,000 | 6 | Jan. & July. | " | 1876 | .... |
| Bonds of 1868 | 500,000 | 6 | March & Sept. | " | 1889 | 93 |
| **Edgefield and Kentucky:** | | | | | | |
| Tennessee Loan | 870,000 | 6 | Jan. & July. | New York. | 18— | .... |
| **Elmira and Williamsport:** | | | | | | |
| 1st Mortgage | 1,050,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 94 |
| Income Bonds | 570,000 | 5 | April & Oct. | " | 1872 | 58½ |
| **European and North American:** | | | | | | |
| 1st Mortgage (Bangor to Wlan.) | 1,000,000 | 6* | Jan. & July. | London. | 1886 | .... |
| **Erie:** | | | | | | |
| 1st Mortgage | $3,000,000 | 7 | May & Nov. | New York. | 1897 | 100½ |
| 2d Mortgage | 4,000,000 | 7 | March & Sept. | " " | 1879 | 95½ |
| 3d Mortgage | 6,000,000 | 7 | " " | " " | 1883 | 88½ |
| 4th Mortgage | 4,441,000 | 7 | April & Oct. | " " | 1880 | 84½ |
| 5th Mortgage | 926,500 | 7 | June & Dec. | " " | 1888 | 82½ |
| Buffalo Branch Bonds | 186,400 | 7 | Jan. & July. | " " | 1891 | .... |
| *Sterling Loan* £800,000 | 4,844,444 | 6* | March & Sept. | London. | 1875 | .... |
| **Erie and Pittsburg:** | | | | | | |
| 1st Mortgage | 900,000 | 7 | Jan. & July. | Philadelphia. | 1882 | .... |
| 2d Mortgage | 700,000 | 7 | April & Oct. | " | 1875 | .... |
| New Mortgage | 859,000 | 7 | Jan. & July. | " | 1893 | .... |
| **Evansville and Crawfordsville:** | | | | | | |
| 1st Mortgage of 1852 | 350,000 | 7 | Jan. & July. | New York. | 1869 | .... |
| 1st Mortgage of 1854 | 740,000 | 7 | May & Nov. | " " | 1869 | .... |
| Rockville Extension 1st Mort. | 150,000 | 7 | Feb. & Aug. | " " | 1881 | .... |
| **Fall River, Warren & Providence:** | | | | | | |
| 1st Mortgage | 200,000 | 7 | — & — | Providence. | 18— | .... |
| **Flemington:** | | | | | | |
| 1st Mortgage guaranteed | 100,000 | 6 | — & — | Princeton. | 18— | .... |
| **Flint and Pere Marquette:** | | | | | | |
| 1st Mortgage | 1,520,500 | 7 | — & — | New York. | 18— | .... |
| **Galena & Chic. Union (C.N.&W.):** | | | | | | |
| 1st Mortgage | 1,919,000 | 7 | Feb. & Aug. | New York. | 1882 | 99 |
| 2d Mortgage | 1,029,000 | 7 | May & Nov. | " " | 1875 | 91 |
| **Georgia:** | | | | | | |
| Bonds | 592,000 | 7 | J. & J. | Augusta. | 70'-75 | .... |
| **Grand Rapids and Indiana:** | | | | | | |
| 1st Mortgage | 167,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| **Grand River Valley:** | | | | | | |
| 1st Mortgage, guaranteed | 1,000,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| **Grand Trunk (Can.):** | | | | | | |
| *1st Preference Bonds* | 12,573,661 | 5* | Jan. & July. | London. | 18— | .... |
| *2d Preference Bonds* | 7,355,986 | 5* | " " | " | 18— | .... |
| *3d Preference Stock* | 3,414,094 | 4* | " " | " | 18— | .... |
| *4th Preference Stock* | 25,592,860 | 4* | " " | " | 18— | .... |
| *Equipment Bonds* | 2,433,333 | 6* | April & Oct. | " | 18— | .... |
| Postal and Military bonds | 5,840,000 | var | Feb. & Aug. | | 18-- | .... |
| **Great Western of Canada:** | | | | | | |
| *Government Loan* £573,688 | 2,782,387 | 6* | — & — | Ottawa. | ..... | .... |
| *Mortgage Bonds* £615,200 | 2,983,720 | 6* | — & — | London. | '73-'76 | .... |
| *Mortgage Bonds* £547,000 | 2,652,950 | 5½* | — & — | " | '77-'78 | .... |
| *Stock Debentures* £46,700 | 226,500 | 5* | — & — | " | *irred.* | .... |
| **Great Western of Illinois:** | | | | | | |
| 1st Mortgage (W. Div.) | 1,000,000 | 10 | April & Oct. | New York. | 1868 | 106 |
| 1st Mortgage (E. Div.) | 45,000 | 7 | Feb. & Aug. | " " | 1888 | .... |
| 1st Mortgage (General) | 1,455,000 | 7 | " " | " " | 1888 | 86½ |
| 2d Mortgage | 2,500,000 | 7 | May & Nov. | " " | 1893 | 78 |
| **Greenville and Columbia:** | | | | | | |
| 1st Mortgage | 1,000,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| **Hannibal and St. Joseph:** | | | | | | |
| Land Mortgage | 1,900,000 | 7 | April & Oct. | New York. | 1881 | 105½ |
| Convertible bonds | 800,000 | 7 | Jan. & July. | " " | 1883 | 102 |
| Eight per cent. Loan | 860,000 | 8 | " " | " " | 1874 | .... |
| Ten per cent. Loan | 1,000,000 | 10 | " " | " " | 1872 | .... |
| Ten per cent. Loan | 500,000 | 10 | — & — | " " | 1869 | .... |
| 1st Mort. (Quincy and Palmyra) | 500,000 | 8 | — & — | " " | 18— | .... |
| 1st Mort. (Kan. City & Cameron) | 1,200,000 | 10 | — & — | " " | 1891 | 108½ |
| **Harrisburg and Lancaster:** | | | | | | |
| 1st Mortgage, guaranteed | 700,000 | 6 | Jan. & July. | Philadelphia. | 1883 | 91 |
| **Hartford and New Haven:** | | | | | | |
| 1st Mortgage | 927,000 | 6 | Jan. & July. | New York. | 1873 | 95 |
| **Hartford, Providence and Fishkill:** | | | | | | |
| 1st Mort. (R. Island 26.32 m.) | 481,000 | 7 | Jan. & July. | Providence. | 1876 | .... |
| 1st Mort. (Connecticut 96.04 m.) | 1,574,500 | 7 | | Hartford. | 1876 | .... |
| **Hempfield:** | | | | | | |
| 1st Mortgage | 500,000 | 6 | Jan. & July. | Philadelphia. | 1872 | .... |
| **Housatonic:** | | | | | | |
| 1st Mortgage | 191,000 | 7 | Jan. & July. | Bridgeport. | 1877 | .... |
| 2d Mortgage | 100,000 | 7 | | " | 1885 | .... |
| **Houston and Texas Central:** | | | | | | |
| 1st Mortgage (L.G.) sinking fund | 2,600,000 | 7* | Jan. & July. | New York. | 1891 | .... |
| **Hudson River:** | | | | | | |
| 1st Mortgage | 1,936,000 | 7 | Feb. & Aug. | New York. | 1870 | .... |
| 2d Mortgage, sinking fund | 2,000,000 | 7 | June & Dec. | " " | 1885 | 104 |
| 3d Mortgage | 183,000 | 7 | May & Nov. | " " | 1875 | 102 |
| **Huntington and Broad Top Mt.:** | | | | | | |
| 1st Mortgage | 416,000 | 7 | April & Oct. | Philadelphia. | 1870 | 90 |
| 2d Mortgage | 367,500 | 7 | Feb. & Aug. | " | 1875 | .... |
| Consol. Mortgage | 887,045 | 7 | April & Oct. | " | 1895 | 27½ |
| **Illinois Central:** | | | | | | |
| Construction | 3,187,500 | 7 | April & Oct. | New York. | 1875 | 114½ |
| Construction | 332,000 | 6 | " " | " " | 1875 | .... |
| Redemption | 2,500,500 | 6 | " " | " " | 1890 | .... |
| *Redemption*, sterling | 2,500,000 | 6* | " | London. | 1875 | .... |
| **Illinois and Southern Iowa:** | | | | | | |
| 1st Mortgage | 300,000 | 7 | Feb. & Aug | New York. | 1882 | .... |
| **Indianapolis, Cin. and Lafayette:** | | | | | | |
| 1st Mortgage | 2,500,000 | 7 | Jan. & July. | New York. | 1886 | 70 |
| 1st Mortgage (Ind. and Cin.) | 500,000 | 7 | April & Oct. | " " | 1888 | .... |
| **Indianapolis, Crawfordsv. & Danv.:** | | | | | | |
| 1st Mortgage | 1,500,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| **Indianapolis and Madison:** | | | | | | |
| 1st Mortgage | 612,000 | 7 | May & Nov. | New York. | 1881 | .... |
| **Iowa River:** | | | | | | |
| 1st Mortgage (Eldora R. R.) | 272,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| **Jackson, Lansing and Saginaw:** | | | | | | |
| 1st Mortgage | 1,495,000 | 8 | Jan. & July. | New York. | 1884 | 97¾ |
| **Jeffersonville (J. M. & I.):** | | | | | | |
| 2d Mortgage | 397,000 | 7 | April & Oct. | New York. | 1873 | .... |
| **Jeffersonville, Madison & Indian.:** | | | | | | |
| 1st Mortgage | 1,961,000 | 7 | April & Oct. | New York. | 1906 | .... |
| **Joliet and Chicago:** | | | | | | |
| 1st Mortgage, guaranteed, S. F. | 500,000 | 8 | Jan. & July. | New York. | 1883 | .... |
| **Joliet and Northern Indiana:** | | | | | | |
| 1st Mortgage, guaranteed | 800,000 | 8 | Jan. & July. | New York. | 1874 | |

# AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Pavable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. When. | Interest Payable. Where. | Due. | Price. |
|---|---|---|---|---|---|---|
| Junction, Philadelphia: | | | | | | |
| 1st Mortgage, guaranteed | 800,000 | 6 | April & Oct. | Philadelphia. | 1896 | .... |
| Kentucky Central: | | | | | | |
| 1st Mort. (Covington & Lexing.) | $128,000 | 7 | — & — | New York. | 1873 | .... |
| 2d Mortgage (do.) | 794,000 | 7 | — & — | " " | 1883 | .... |
| 3d Mortgage (do.) | 237,000 | 7 | — & — | " " | 1885 | .... |
| Keokuk and St. Paul: | | | | | | |
| 1st Mortgage, sinking fund, conv. | 400,000 | 8 | May & Nov. | New York. | 1879 | 98⅝ |
| Knoxville and Charleston: | | | | | | |
| Tenn. State Loan | 450,000 | 6 | Jan. & July. | New York. | 1898 | .... |
| Knoxville and Kentucky: | | | | | | |
| Tenn. State Loan (old) | 1,310,000 | 6 | Jan. & July. | New York. | 1890 | .... |
| Tenn. State Loan (new) | 800,000 | 6 | " " | " " | 1898 | .... |
| Lackawanna and Bloomsburg: | | | | | | |
| 1st Mortgage | 900,000 | 7 | Jan. & July. | New York. | 1875 | .... |
| 1st Mortgage (Extension) | 400,000 | 7 | March & Sept. | Philadelphia. | 1885 | .... |
| 2d Mortgage | 500,000 | 7 | April & Oct. | " | 1880 | .... |
| 2d Mortgage (Extension) | 400,000 | 7 | May & Nov. | " | 1890 | .... |
| Lake Erie and Louisville: | | | | | | |
| 1st Mortgage for $1,600,000 | 500,000 | 7 | Jan. & July. | New York. | 1893 | .... |
| Lawrence: | | | | | | |
| 1st Mortgage | 360,000 | 7 | " " | Pittsburg. | 1886 | .... |
| Lehigh and Lackawanna: | | | | | | |
| 1st Mortgage (tax free) | 200,000 | 7 | Feb. & Aug. | Philadelphia. | 1897 | 91 |
| Lehigh Valley: | | | | | | |
| 1st Mort. (exchangeable for new) | 1,262,000 | 6 | May & Nov. | Philadelphia. | 1873 | 98 |
| New Mortgage, free of taxes | 1,917,000 | 6 | June & Dec. | " | 1898 | 97¼ |
| 1st Mortgage (Hazleton) | 149,500 | 6 | Jan. & July. | " | 1878 | .... |
| Little Miami: | | | | | | |
| 1st Mortgage | 1,489,000 | 6 | May & Nov. | New York. | 1883 | .... |
| Cincinnati Loan | 100,000 | 6 | " " | Cincinnati. | 1880 | .... |
| Little Rock and Fort Smith: | | | | | | |
| 1st Mortgage for $3,500,000 | ..... | 6* | ..... | Boston | .... | .... |
| Little Schuylkill: | | | | | | |
| 1st Mortgage, sinking fund | 807,500 | 7 | April & Oct. | Philadelphia. | 1877 | 99 |
| Long Island: | | | | | | |
| 1st Mortgage | 500,000 | 6 | Jan. & July. | New York. | 1875 | .... |
| Hunter's Point Extension | 175,000 | 7 | Feb. & Aug. | " " | 1890 | .... |
| Glen Cove Branch | 150,000 | 6 | May & Nov. | " " | 1893 | .... |
| Louisville, Cincin. and Lexington: | | | | | | |
| 1st Mortgage for $3,000,000 | 2,628,000 | 7 | Jan. & July. | New York. | 1897 | .... |
| Louisville and Frankfort: | | | | | | |
| 1st Mortgage | 88,000 | 6 | Jan. & July. | New York. | '70–'78 | .... |
| Louisville Loan | 100,000 | 6 | " " | " " | 1881 | .... |
| Louisville and Nashville: | | | | | | |
| 1st Mortgage, Main Stem | 1,424,000 | 7 | Jan. & July. | New York. | '69–'77 | 98 |
| 1st Mortgage, Memphis Branch. | 267,000 | 7 | May & Nov. | " " | '70–'75 | 96 |
| 1st Mortgage, Bardstown Branch | 27,500 | 7 | Jan. & July. | " " | 1870 | .... |
| 1st Mort. Lebanon Branch Ext. | 88,000 | 7 | May & Nov. | " " | '80–'85 | 92 |
| Louisville Loan, Main Stem | 849,000 | 6 | April & Oct. | " " | '86–'87 | .... |
| Louisville Loan, Lebanon Br. | 225,000 | 6 | May & Nov. | " " | 1886 | .... |
| Louisville Loan, Leb. Br. Ext. | 333,000 | 6 | April & Oct. | " " | 1893 | .... |
| Consolid. 1st mort. for $8,000,000 | 2,000,000 | 7 | " " | " " | 1898 | 90 |
| Louisville, N. Albany & Chicago. | | | | | | |
| 1st Mort., New Albany & Salem | 2,235,000 | 6 | — & — | New York. | 1892 | .... |
| Macon and Brunswick: | | | | | | |
| 1st Mort. endorsed by Georgia. | 140,000 | 7 | Jan. & July. | New York. | 1881 | .... |
| Mahanoy and Bread Mountain: | | | | | | |
| 1st Mortgage | 250,000 | 6 | Jan. & July. | Philadelphia. | 1884 | .... |
| Maine Central: | | | | | | |
| $1,100,000 Loan | 1,095,600 | 6* | Feb. & Aug. | Boston. | '90–'91 | .... |
| $400,000 Loan | 307,700 | 6 | June & Dec. | " | '70–'71 | .... |
| Bangor City Loan | 621,000 | 6 | April & Oct. | " | 1874 | .... |
| 2d Mort. (Penob. & Ken. R. R.) | 300,000 | 6 | Feb. & Aug. | Bangor. | 1870 | ... |
| Marietta and Cincinnati: | | | | | | |
| 1st Mortgage | 2,454,342 | 7 | Feb. & Aug. | Baltimore. | 1891 | 92½ |
| 1st *Mortgage*, Sterling | 1,050,000 | 7* | " " | London. | 1891 | .... |
| 2d Mortgage | 2,500,000 | 7 | May & Nov. | Baltimore. | 1896 | 70½ |
| Scioto and Hocking Valley | 300,000 | 7 | " " | " | 1896 | .... |
| Memphis and Charleston: | | | | | | |
| Tenn. State Loan | 1,817,937 | 6 | Jan. & July. | New York. | 1890 | .... |
| 1st Mortgage, Convertible | 1,293,000 | 7 | May & Nov. | " " | 1880 | .... |
| 2d Mortgage | 1,000,000 | 7 | Jan. & July. | " " | 1885 | .... |
| Memphis and Little Rock: | | | | | | |
| Tenn. State, endorsements | 445,000 | 6 | Jan. & July. | New York. | 1890 | .... |
| Mortgage (road and land) | 1,300,000 | 8 | May & Nov. | " " | 1890 | .... |
| Ark. State Loan | 900,000 | 7 | Jan. & July. | " " | 1897 | .... |
| Michigan Central: | | | | | | |
| 1st *Mortgage*, sterling | 467,489 | 6* | Jan. & July. | London. | 1872 | .... |
| 1st *Mortgage*, sterling, convertible | 500,000 | 8* | March & Sept. | " | 1869 | .... |
| 1st Mortgage, dollars, convertible | 1,294,500 | 8 | " " | New York. | 1869 | .... |
| 1st Mortgage, dollars, convertible | 509,000 | 8 | April & Oct. | " " | 1882 | .... |
| Consol. Sinking Fund Mortgage | 4,207,000 | 8 | " " | " " | 1882 | 121 |
| Michigan Southern & North. Ind.: | | | | | | |
| 1st Mortgage, Sinking Fund | 6,728,000 | 7 | May & Nov. | New York. | 1885 | 98⅛ |
| 2d Mortgage | 2,693,000 | 7 | " " | " " | 1877 | 94½ |
| Detroit, Monroe & Toledo Mort. | 924,000 | 7 | Feb. & Aug. | " " | 1876 | 92½ |
| Mifflin and Centre County: | | | | | | |
| 1st Mortgage | 172,500 | 6 | April & Oct. | Philadelphia. | 1885 | .... |
| Milwaukee & Chicago, (40 miles): | | | | | | |
| 2d Mortgage, (C. & N. W. R. W) | 182,000 | 7 | Jan. & July. | New York. | 1874 | .... |
| 3d Mortgage, ( " " ) | 10,500 | 7 | June & Dec. | " " | 1898 | .... |
| Milwaukee and St. Paul: | | | | | | |
| 1st Mortgage—370 miles | 5,425,000 | 7 | Jan. & July. | New York. | 1893 | 93½ |
| 2d Mortgage | 1,390,000 | 7 | April & Oct. | " " | 1884 | 85 |
| 1st Mortgage (P. du C.) | 3,455,000 | 8 | Feb. & Aug. | " " | 1898 | 105½ |
| 2d Mortgage (P du C.) | 736,000 | 7.3 | " " | " " | 1898 | 93 |
| 1st Mort. (Iowa and Minn. Div.) | 5,785,000 | 7 | Jan. & July. | " " | 1897 | 88 |
| Mississippi Central: | | | | | | |
| 1st Mortgage | 1,350,000 | 7 | May & Nov. | New York. | 1873 | .... |
| 2d Mortgage | 1,997,000 | 8 | Feb. & Aug. | " " | 1876 | .... |
| Mississippi and Tennessee: | | | | | | |
| 1st Mortgage | 600,000 | 7 | April & Oct. | New York. | 1876 | .... |
| 2d Mortgage for $1,300,000 | 939,000 | 8 | Jan. & July. | " " | 1890 | .... |
| Mobile and Girard: | | | | | | |
| 1st Mortgage Bonds | 417,500 | 7 | Jan. & July | New York. | 1877 | .... |
| Mobile and Montgomery: | | | | | | |
| 1st Mortgage | $1,200,000 | 8 | May & Nov. | New York. | 1888 | .... |
| Mobile and Ohio: | | | | | | |
| 1st *Mortgage*, Sterling | 4,593,000 | 6* | May & Nov. | London. | 1882 | .... |
| 1st *Mortgage*, Sterling | | 8* | " " | Mobile. | 1882 | 77 |
| Tennessee Loans | 1,669,800 | 6 | Jan. & July. | New York. | 1891 | .... |
| Income of '61, '62, '65 and '67 | 388,900 | 8 | May & Nov. | Mobile. | 1867 | .... |
| Liquidation (10 year) bonds | 556,421 | 8 | " " | New York. | 1876 | .... |
| Interest bonds | 697,900 | 8 | " " | Mobile. | 1882 | 72 |
| Montgomery and Eufala: | | | | | | |
| 1st Mortgage, endorsed by Ala. | 129,000 | 8 | March & Sept. | New York. | 1886 | .... |
| Montgomery and West Point: | | | | | | |
| Income Bonds | 100,000 | 8 | Jan. & July. | New York. | 1871 | .... |
| Income Bonds | 306,900 | 8 | " " | " " | 1876 | .... |
| Mortgage Bonds | 719,500 | 8 | " " | " " | 1881 | .... |
| Morris and Essex: | | | | | | |
| 1st Mortgage, Sinking Fund | 5,000,000 | 7 | May & Nov. | New York. | 1915 | 100 |
| 2d Mortgage | 3,000,000 | 7 | Feb. & Aug. | " " | 1891 | 98 |
| Nashville and Chattanooga: | | | | | | |
| 1st Mortgage, endorsed by Tenn. | 1,569,000 | 6 | Jan. & July. | New York. | 1890 | .... |
| Tenn. State Loan | 150,000 | 6 | " " | " " | 1892 | .... |
| Tenn. Coupons Funded | 426,270 | 6 | " " | " " | 1892 | .... |
| Nashville and Decatur: | | | | | | |
| Tenn. State Loan | 2,465,176 | 6 | Jan. & July. | New York. | '90–'92 | .... |
| Income Bonds (Tenn. and Ala.). | 205,000 | 10 | April & Oct. | Nashville. | 1870 | .... |
| 2d Mortgage | 500,000 | 6 | " " | New York. | 1887 | .... |
| Nashville and Northwestern: | | | | | | |
| Tenn. State Loan | 2,672,000 | 6 | Jan. & July. | New York. | '88–'94 | .... |
| 2d Mortgage | 792,050 | 6 | " " | " " | '71–'83 | .... |
| Naugatuck: | | | | | | |
| 1st Mortgage, Convertible | 166,000 | 7 | Jan. & July. | Bridgeport. | 1876 | .... |
| Newark and New York: | | | | | | |
| 1st Mortgage | 600,000 | 7 | Jan. & July. | New York. | 18— | .... |
| Newburg & New York (Oct.1,'68): | | | | | | |
| 1st Mortgage | 250,000 | 7 | Jan. & July. | New York. | 18— | .... |
| New Bedford and Taunton: | | | | | | |
| 1st Mortgage | 174,000 | 6 | Jan. & July. | Boston. | 1881 | .... |
| New Brunswick and Canada: | | | | | | |
| 1st *Mortgage*, Sterling £220,000 | 1,100,000 | 6* | May & Nov. | London. | 1867 | .... |
| Newcastle and Beaver Valley: | | | | | | |
| 1st Mortgage for $150,000 | 125,000 | 7 | May & Nov. | Philadelphia. | 1882 | .... |
| 2d Mortgage for $100,000 | 29,500 | 7 | March & Sept. | " | 1877 | .... |
| New Haven and Darby: | | | | | | |
| 1st Mortgage | 300,000 | 7 | May & Nov. | New York. | 1888 | .... |
| New Haven and Northampton: | | | | | | |
| 1st Mortgage | 450,000 | 7 | Jan. & July. | New Haven. | 1869 | .... |
| 1st Mort. (Hamps. & Hampd.) | 200,000 | 6 | April & Oct. | " | 1874 | .... |
| New Jersey: | | | | | | |
| Company Bonds (var. issues) | 850,000 | 6 | Feb. & Aug. | New York. | '75–'87 | 98 |
| New London Northern: | | | | | | |
| 1st Mortgage | 60,000 | 7 | Jun. & Dec. | New London. | 1875 | .... |
| 1st Mortgage, Extension | 370,000 | 7 | March & Sept. | " | 1885 | .... |
| New Mortgage | 230,000 | 7 | April & Oct. | New York. | 1888 | .... |
| N. Orleans, Jackson & Gt. North. | | | | | | |
| 1st Mortgage for $3,000,000 | 2,741,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| 2d Mortgage for $1,500,000 | 1,157,000 | 8 | April & Oct. | " " | 1890 | .... |
| N. Orleans, Opelousas & Gt. Wtn: | | | | | | |
| 1st Mort. construction (80 m.) | 1,842,000 | 8 | April & Oct. | New York. | 1889 | .... |
| 2d Mort. (F.) for $1,000,000 (80m.) | ..... | 8 | Jan. & July. | " " | 1887 | .... |
| New York Central: | | | | | | |
| Premium, Sinking Fund Bonds. | 5,946,689 | 6 | May & Nov | New York. | 1883 | 89 |
| Funding, Sinking Fund Bonds. | 1,514,000 | 7 | Feb. & Aug. | " " | 1876 | 103½ |
| Bonds for B. & N. Falls R.R.Co. | 76,000 | 6 | May & Nov. | " " | 1883 | .... |
| Bonds for railroad stocks | 592,000 | 6 | " " | " " | 1883 | 88½ |
| Bonds for real estate | 162,000 | 6 | " " | " " | 1883 | 87 |
| Bonds and mortgages | 58,215 | 7 | various. | " " | var. | .... |
| Convertible bonds | 210,000 | 7 | Feb. & Aug. | " " | 1876 | 120 |
| Renewal bonds of 1868 | 2,900,000 | 6 | June & Dec. | " " | 1887 | 91½ |
| New York and Flushing: | | | | | | |
| 1st Mortgage | 125,000 | 7 | — & — | New York. | 18— | .... |
| New York and Harlem: | | | | | | |
| 1st Mortgage of 1853 | 3,000,000 | 7 | May & Nov. | New York. | 1873 | 103½ |
| Consolidated mortgage of 1863 | 1,797,000 | 7 | Feb. & Aug. | " " | 1893 | .... |
| New York and New Haven: | | | | | | |
| 1st Mortgage | 1,059,500 | 6 | April & Oct. | New York. | 1875 | 99 |
| New York, Providence & Boston: | | | | | | |
| 1st Mortgage | 250,000 | 6 | Feb. & Aug. | New York. | '73–'78 | 95½ |
| Extension Bonds | 250,000 | 6 | May & Nov. | " " | 1883 | .... |
| Norfolk and Petersburg: | | | | | | |
| 1st Mortgage | 110 500 | 7 | Jan. & July. | New York. | 1877 | .... |
| 1st Mortgage | 303,000 | 8 | " " | " " | 1877 | .... |
| 2d Mortgage for $300,000 | 43,000 | 8 | " " | Norfolk. | 1872 | .... |
| North Eastern: | | | | | | |
| 1st Mortgage | 700,000 | 7 | March & Sept. | Charleston. | 1869 | .... |
| 2d Mortgage for $300,000 | 145,000 | 7 | " " | " | 1868 | .... |
| North Missouri: | | | | | | |
| 1st Mortgage of 1865 | 6,000,000 | 7 | Jan. & July. | New York. | 1895 | 86½ |
| 2d Mortgage of 1868 | 4,000,000 | 7 | April & Oct. | " " | 1888 | .... |
| North Pennsylvania: | | | | | | |
| 1st Mortgage | 2,500,000 | 6 | Jan. & July. | Philadelphia. | 1880 | 92 |
| Chattel Mortgage | 360,000 | 10 | April & Oct. | " | 1887 | 109 |
| 2d Mortgage | 276,500 | 7 | — & — | " | 18— | 91 |
| North Shore, L. I.: | | | | | | |
| 1st Mortgage | 110,200 | 7 | Jan. & July. | New York. | 1887 | .... |
| Northern Central: | | | | | | |
| 1st Mortgage, guaranteed | 1,500,000 | 6 | J. A. J. & O. | Baltimore. | [illegible] | .... |
| 2d Mortgage, Sinking Fund | 2,500,000 | 6 | Jan. & July. | " | 1885 | 91½ |
| 3d Mortgage, Sinking Fund | 1,223,000 | 6 | April & Oct. | " | 1900 | 87½ |
| Consol. Mort. for $6,000,000 | 1,874,000 | 6* | Jan. & July. | " | 1900 | 97 |
| Northern New Hampshire: | | | | | | |
| Company Bonds of 1854 | 120,600 | 6 | April & Oct. | Boston. | 1874 | 95½ |
| Northern New Jersey: | | | | | | |
| 1st Mortgage | 400,000 | 7 | Jan. & July. | New York. | 18— | .... |
| North Western Virginia: | | | | | | |
| 2d Mortgage (B. & O. R. R. Co.) | 458,500 | 6 | Jan. & July. | Baltimore. | 1873 | 9[illegible] |
| 3d Mortgage (B. & O. R. R. Co.) | 140,000 | 6 | | | 1886 | [illegible] |

# AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. When. | Interest Payable. Where. | Due. | Price. |
|---|---|---|---|---|---|---|
| North Carolina: | | | | | | |
| Equipment Bonds of 1857 | $339,000 | 8 | March & Sept. | Co.'s shops. | 1867 | .... |
| New Loan for $800,000 | ..... | 8 | " " | " | 1887 | .... |
| Norwich and Worcester: | | | | | | |
| 1st Mort. (Mass. Loan) skg fund | 400,000 | 6 | Jan. & July. | Boston. | 1877 | .... |
| Construction bonds | 124,500 | 7 | " " | " | 1877 | .... |
| Steamboat mortgage | 45,000 | 7 | Feb. & Aug | " | 1870 | .... |
| Ogdensburg and Lake Champlain: | | | | | | |
| 1st Mort. conv. into pref. stock | 985,000 | 7 | Jan. & July. | Boston. | 1870 | 100 |
| Equipment Bonds | 300,000 | 8 | " " | " | '69-'78 | 102½ |
| Ohio and Mississippi: | | | | | | |
| 1st Mortgage, E. Div. | 2,050,000 | 7 | Jan. & July. | New York. | 1872 | 98 |
| 1st Mortgage, W. Div | 850,000 | 7 | " " | " " | 1872 | .... |
| 2d Mortgage, W. Div | 556,000 | 7 | " " | " " | 1874 | .... |
| Income, W. Div | 221,500 | 7 | April & Oct. | " " | 1882 | .... |
| Consolidated Mort. for $6,000,000 | 1,652,000 | 7 | Jan. & July. | " " | 1898 | 87 |
| Consolidated Mort. sterling | 83,420 | ... | " " | London. | 1898 | .... |
| Oil Creek and Allegheny River: | | | | | | |
| 1st Mortgage | 3,170,000 | 7 | Jan. & July | Philadelphia. | 1897 | 79½ |
| Old Colony and Newport: | | | | | | |
| Company Bonds | 1,000,000 | 6 | March & Sept. | Boston. | 1876 | 95 |
| Company Bonds | 458,000 | 6 | April & Oct. | " | 1875 | 94 |
| Company Bonds | 1,388,000 | 7 | Feb. & Aug. | " | 1877 | 102½ |
| Orange, Alexandria & Manassas: | | | | | | |
| 1st Mort. (Alex. to Gordonsville) | 400,000 | 6 | May & Nov. | New York. | 1873 | 78 |
| 2d Mort. (Charlotte to Lynchb.) | 1,130,500 | 6 | Jan. & July. | " " | 1875 | 75¾ |
| 3d Mort. " " | 573,500 | 8 | May & Nov. | Richmond. | 1873 | 85¾ |
| 4th Mort. " " | 331,700 | 8 | March & Sept. | Alexandria. | 1880 | 75 |
| 1st Mort. (general) | 708,000 | 7 | Jan. & July. | New York. | 1882 | 79 |
| Va. State Loan | 249,962 | 6 | " " | " " | 1887 | .... |
| Osage Valley: | | | | | | |
| 1st Mortgage 5-20 years | 200,000 | 10 | Jan. & July. | New York. | 1888 | .... |
| Oswego and Rome: | | | | | | |
| 1st Mort. guar. by R. W. & O. | 500,000 | 7 | May & Nov. | New York. | 1916 | .... |
| Income | 200,000 | 6 | Feb. & Aug. | " " | 1891 | .... |
| Oswego and Syracuse: | | | | | | |
| 1st Mortgage | 498,500 | 6 | May & Nov. | New York. | '70-'80 | .... |
| 2d Mortgage | 375,000 | 7 | " " | " " | 1885 | .... |
| Pacific of Mo.: | | | | | | |
| Mortgage, construction | 1,500,000 | 7 | Jan. & July. | New York. | 1880 | 98 |
| St. Louis Loan | 700,000 | 6 | " " | " " | '71-'73 | .... |
| 1st (new) Mortgage | 7,000,000 | 6* | Feb. & Aug. | New York. | 1888 | 97½ |
| Panama: | | | | | | |
| 1st *Mortgage*, Sterling | 416,000 | 7* | April & Oct. | London. | 1870 | .... |
| 1st *Mortgage*, Sterling | 346,000 | 7* | " " | " | 1875 | .... |
| 2d *Mortgage*, Sterling | 1,150,000 | 7* | Feb. & Aug. | " | 1872 | .... |
| Paterson and Newark: | | | | | | |
| 1st Mortgage guaranteed | 500,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| Pemberton and Hightstown: | | | | | | |
| 1st Mortgage endorsed | 160,000 | 7 | —— & —— | New York. | 1877 | .... |
| Peninsular (Michigan): | | | | | | |
| 1st Mortgage for $16,000 per m. | 1,800,000 | 7* | May & Nov. | N. Y. & Lond. | 1899 | 95 |
| Pennsylvania: | | | | | | |
| 1st Mort. } Harrisb. to Pittsb. | 4,972,000 | 6 | Jan. & July. | Philadelphia. | 1880 | 100½ |
| 2d Mort. } Harrisb. to Pittsb. | 2,594,000 | 6 | April & Oct. | " | 1875 | 97 |
| 2d M. stg. } Harrisb. to Pittsb. | 2,283,840 | 6 | " " | London. | 1875 | .... |
| General Mortgage | 1,545,000 | 6 | J. A. J. & O. | Philadelphia. | 1910 | .... |
| State lien on whole property | 6,232,755 | 5 | April & Oct. | Harrisburg. | 1890 | .... |
| Short Bonds and Debentures | 3,520,728 | 6 | J. A. J. & O. | Philadelphia. | '69-'71 | .... |
| Pennsylvania and New York: | | | | | | |
| 1st Mortgage guaranteed | 2,697,000 | 7 | —— & —— | Philadelphia. | 18— | 93½ |
| Pensacola and Georgia: | | | | | | |
| 1st Mortgage | 1,185,300 | 7 | Jan. & July. | New York. | 18— | .... |
| 1st Mortgage (Tallahassee R.R.) | 206,000 | 7 | " " | " " | 18— | .... |
| 2d Mortgage | 255,000 | 8 | " " | " " | 18— | .... |
| Peoria and Bureau Valley: | | | | | | |
| 1st Mortgage | 600,000 | 8 | Jan. & July. | New York. | 18— | .... |
| Peoria, Pekin and Jacksonville: | | | | | | |
| 1st Mortgage | 1,000,000 | 7 | Jan. & July. | New York. | 1887 | .... |
| Perkiomen: | | | | | | |
| 1st Mortgage | 255,000 | 6 | —— & —— | Philadelphia. | 18— | .... |
| Perth Amboy and Woodbridge: | | | | | | |
| 1st Mortgage, guaranteed | 100,000 | 6 | —— & —— | New York. | 18— | .... |
| Philadelphia and Baltimore Cent.: | | | | | | |
| 1st Mortgage | 575,000 | 7 | Jan. & July. | Philadelphia. | 1876 | .... |
| Philadelphia and Erie: | | | | | | |
| 1st Mortgage (Sunbury & Erie.) | 1,000,000 | 7 | April & Oct. | Philadelphia. | 1877 | 98 |
| 1st Mortgage (General) | 5,000,000 | 6 | " " | " | 1881 | 92 |
| 2d Mortgage | 4,000,000 | 6 | " " | " | 1901 | 85¾ |
| 3d Mortgage for $3,000,000 | 600,000 | 7 | Jan. & July. | " | 1885 | 91¾ |
| Philadelphia, Germant. & Norist.: | | | | | | |
| Convertible Loan | 116,100 | 6 | Jan. & July. | Philadelphia. | 1882 | .... |
| Philadelphia and Reading: | | | | | | |
| Bonds of 1849 | 401,600 | 6 | April & Oct. | Philadelphia. | 1870 | 103 |
| Bonds of 1861 | 106,000 | 6 | Jan. & July. | " | 1871 | 96 |
| Bonds of 1836-43-44-48 and 49 | 2,497,800 | 6 | " " | " | 1880 | 93 |
| Bonds of 1857, convertible | 171,500 | 6 | " " | " | 1886 | 100 |
| *Bonds* of 1836, Sterling | 182,400 | 5* | " " | London. | 1880 | .... |
| *Bonds* of 1836, Sterling, conv. | 288,000 | 7* | " " | " | '72-'77 | .... |
| Bonds of 1868 for renewals | 477,500 | 6 | April & Oct. | " | 1893 | 80 |
| Mort. bonds of '68, clear of taxes | 2,255,000 | 7 | " " | Philadelphia. | 1893 | 103¾ |
| Philadelphia and Trenton: | | | | | | |
| 1st Mort. (Camden & Amboy) | 200,000 | 6 | May & Nov. | Philadelphia. | 1868 | .... |
| Philadelphia, Wilmington & Balt.: | | | | | | |
| Mortgage Loan, convertible | 385,000 | 6 | Jan. & July. | Philadelphia. | 1884 | 93 |
| Bonds of 1866 | 1,000,000 | 6 | April & Oct. | " | '71-'76 | 93½ |
| Bonds of 1867 | 945,000 | 6 | " " | " | 1887 | .... |
| Pittsburg, Cincinnati & St. Louis: | | | | | | |
| 1st Mortgage, guaranteed | 4,008,000 | 7 | Feb. & Aug. | Philadelphia. | 1900 | .... |
| Pittsburg and Connellsville: | | | | | | |
| 1st Mort. (Turtle Creek Div.) | 400,000 | 6 | Feb. & Aug. | New York. | 1889 | .... |
| 1st Mort. (new) for $4,000,000 | ..... | 7 | Jan. & July. | Baltimore. | 1898 | 92½ |
| Port Huron and Lake Michigan: | | | | | | |
| 1st Mortgage for $16,000 p.m. | 1,800,000 | 7* | May & Nov. | N. Y. & Lond. | 1899 | 95 |
| Potsdam and Watert. (R.W. & O.) | | | | | | |
| 1st Mortgage, guaranteed | 511,500 | 7 | June & Dec. | New York. | '69-'74 | .... |

| Description of Bonds. | Amount. | Rate. | Interest Payable. When. | Interest Payable. Where. | Due. | Price. |
|---|---|---|---|---|---|---|
| Portland and Kennebec: | | | | | | |
| 1st Mortgage | $230,000 | 6 | April & Oct. | Boston. | 1883 | .... |
| Consolidated Bonds | 300,000 | 6 | " " | " | 1895 | .... |
| Pittsburg, Ft. Wayne & Chicago: | | | | | | |
| 1st Mortgage (Series A) | 875,000 | 7 | Jan. & July. | New York. | 1912 | 104 |
| 1st Mortgage (Series B) | 875,000 | 7 | Feb. & Aug. | " " | 1912 | .... |
| 1st Mortgage (Series C) | 875,000 | 7 | March & Sept. | " " | 1912 | .... |
| 1st Mortgage (Series D) | 875,000 | 7 | April & Oct. | " | 1912 | .... |
| 1st Mortgage (Series E) | 875,000 | 7 | May & Nov. | " " | 1912 | .... |
| 1st Mortgage (Series F) | 875,000 | 7 | June & Dec. | " " | 1912 | .... |
| 2d Mortgage (Series G) | 860,000 | 7 | Jan. & July. | " " | 1912 | 98¾ |
| 2d Mortgage (Series H) | 860,000 | 7 | Feb. & Aug. | " " | 1912 | .... |
| 2d Mortgage (Series I) | 860,000 | 7 | March & Sept. | " " | 1912 | .... |
| 2d Mortgage (Series K) | 860,000 | 7 | April & Oct. | " " | 1912 | .... |
| 2d Mortgage (Series L) | 860,000 | 7 | May & Nov. | " " | 1912 | .... |
| 2d Mortgage (Series M) | 860,000 | 7 | June & Dec. | " " | 1912 | .... |
| 3d Mortgage | 2,000,000 | 7 | April & Oct. | " " | 1912 | 94 |
| Bridge (O. & P. R. R.) bonds | 153,000 | 7 | May & Nov. | " " | 1876 | .... |
| Placerville and Sacramento: | | | | | | |
| 1st Mortgage | 225,000 | 10 | Jan. & July. | San Francisco | 1894 | .... |
| 1st Mortgage | 525,000 | 10* | " " | " | 1894 | .... |
| Providence, Warren and Bristol: | | | | | | |
| 1st Mortgage | 100,000 | 8 | March & Sept. | Providence. | 1872 | .... |
| 2d Mortgage | 50,000 | 8 | June & Dec. | " | 1877 | .... |
| Quincy and Toledo: | | | | | | |
| 1st Mortgage | 500,000 | 7 | May & Nov. | New York. | 1890 | 86 |
| Raritan and Delaware Bay: | | | | | | |
| 1st Mortgage, S. F. (68 m.) | 1,000,000 | 7 | March & Sept. | New York. | 1888 | .... |
| 2d Mortgage | 250,000 | 7 | " " | " " | 1888 | .... |
| Equipment Bonds, convertible | 296,000 | 7 | " " | " " | 1876 | .... |
| Reading and Columbia: | | | | | | |
| 1st Mortgage | 650,000 | 7 | March & Sept. | Philadelphia. | 1882 | .... |
| 2d Mortgage | 350,000 | 7 | June & Dec. | " | 1884 | .... |
| Rensselaer and Saratoga: | | | | | | |
| 1st Mortgage (R. & S.) | 150,000 | 7 | Jan. & July. | New York. | 1873 | .... |
| 1st Mortgage (Sar. & Whitehall) | 400,000 | 7 | March & Sept. | " " | 1886 | .... |
| 1st Mort. (Troy, Salem & Rutl.) | 500,000 | 7 | May & Nov. | " " | 1890 | 76½ |
| 2d Mortgage (R. & S.) | 450,000 | 7 | Jan. & July. | " " | '80-'87 | .... |
| Richmond and Danville: | | | | | | |
| Virginia State Loan | 600,000 | 6 | Jan. & July. | New York. | '87-'88 | .... |
| Bonds guaranteed by Virginia | 161,600 | 6 | " " | " " | '75-'76 | 80 |
| Consolidated, coupon | 1,298,000 | 6 | May & Nov. | " " | '75-'90 | .... |
| Consolidated, registered | 408,500 | 6 | " " | Richmond. | '75-'90 | .... |
| Rich., Fredericksburg & Potomac: | | | | | | |
| *Company Bonds*, sterling | 67,778 | 6* | Jan. & July. | London. | 1875 | .... |
| Company Bonds, dollar | 172,800 | 7 | " " | Richmond. | 1875 | .... |
| Richmond and Petersburg: | | | | | | |
| Company Bonds (coup. & reg.) | 130,500 | 7 | June & Dec. | N. Y. & Rich. | 1875 | .... |
| Company Bonds (coupons) | 175,000 | 8 | March & Sept. | Philadelphia. | 1870 | .... |
| Richmond and York River: | | | | | | |
| 1st Mortgage | 600,000 | 8 | —— & —— | New York. | 18— | .... |
| Roanoke Valley (R. & Dan.): | | | | | | |
| 1st Mortgage | 160,800 | 7 | Feb. & Aug. | Richmond. | '69-'76 | .... |
| Rockford, R. Island & St. Louis: | | | | | | |
| 1st *Mortgage*, convertible, S.F. free | 9,000,000 | 7* | Feb. & Aug. | N. Y. & Lond. | 1919 | 96 |
| Rock Island and Peoria: | | | | | | |
| 1st Mortgage | 1,384,000 | 7 | —— & —— | New York. | 18— | .... |
| Rome, Watertown & Ogdensb.: | | | | | | |
| 1st Mortgage, Sinking Fund | 571,000 | 7 | June & Dec. | New York. | 1891 | 100 |
| Sinking Fund (Watert. & Rome) | 757,500 | 7 | March & Sept. | " " | 1880 | .... |
| 1st Mort. (Potsdam & Watert.) | 511,500 | 7 | June & Dec. | " " | '69-'74 | .... |
| Rutland and Burlington: | | | | | | |
| 1st Mort. conv. into pref. stock | 1,800,000 | 7 | Feb. & Aug. | Boston. | 1863 | 192 |
| 2d Mort. conv. into com. stock | 937,500 | 7 | " " | " | 1863 | 60 |
| Sacramento Valley: | | | | | | |
| 1st *Mortgage* | 400,000 | 10* | Jan. & July. | New York. | 1875 | .... |
| 2d *Mortgage* | 329,000 | 10* | Feb. & Aug. | Sacramento. | 1881 | .... |
| St. Joseph and Council Bluffs: | | | | | | |
| 1st Mortgage (in Missouri 80 m.) | 1,400,000 | 10 | March & Sept. | Boston. | 1893 | 107¾ |
| 1st Mortgage (in Iowa 52 m.) | 150,000 | 10 | " " | " | 1893 | .... |
| 2d Mortgage ( " " ) | 500,000 | 7 | —— & —— | " | 1882 | .... |
| St. Louis, Alton and Terre Haute: | | | | | | |
| 1st Mortgage (Series A) | 1,100,000 | 7 | Jan. & July. | New York. | 1894 | 95 |
| 1st Mortgage (Series B) | 1,100,000 | 7 | April & Oct. | " " | 1894 | .... |
| 2d Mortgage preferred (Series C) | 1,400,000 | 7 | Feb. & Aug. | " " | 1894 | 85½ |
| 2d Mortgage preferred (Series D) | 1,400,000 | 7 | May & Nov. | " " | 1894 | .... |
| 2d Mortgage Income (Series E) | 1,700,000 | 7 | " " | " " | 1894 | 78 |
| St. Louis and Iron Mountain. | | | | | | |
| 1st Mortgage for $4,000,000 | 3,000,000 | 7 | Feb. & Aug. | New York. | 1892 | 88½ |
| St. Louis, Jacksonville & Chicago: | | | | | | |
| 1st Mortgage ($15,000 per mile) | 2,365,000 | 7 | April & Oct. | New York. | 1884 | 90 |
| 2d Mortgage ($5,000 per mile) | 360,000 | 7 | Jan. & July. | " " | 1898 | .... |
| St. Louis and St. Joseph: | | | | | | |
| 1st Mortgage | 1,000,000 | 6* | May & Nov. | New York. | 1893 | .... |
| St. Louis, Vandalia & T. Haute: | | | | | | |
| 1st Mortgage, S. F., guaranteed | 1,900,000 | 7 | Jan. & July. | New York. | 1897 | .... |
| 2d Mortgage, S. F., guaranteed | 2,600,000 | 7 | " " | " " | 18— | .... |
| St. Paul and Chicago: | | | | | | |
| 1st Mort. S.F. guar. for $4,000,000 | ..... | 8 | J. A. J. & O. | New York. | 1900 | .... |
| St. Paul and Pacific 1st Division: | | | | | | |
| 1st Mortgage (10 miles) | 120,000 | 8 | March & Sept. | New York. | 1892 | .... |
| 1st Mort. (70 m.) & 2d M. (10 m.) | 700,000 | 7 | Jan. & July. | " " | 1892 | .... |
| 2d Mortgage and Land Grant | 1,200,000 | 7 | June & Dec. | " " | 1892 | .... |
| *General Mort.*, stg. for $780,000 | ..... | 7* | Jan. & July. | London. | 18— | .... |
| General Mort., dol. for $2,020,000 | ..... | 7 | " " | New York. | 18— | .... |
| St. Paul and Sioux City: | | | | | | |
| 1st Mortgage for $16,000 p. m. | 100,000 | 7 | Jan. & July. | New York. | 1896 | .... |
| Salem and Lowell: | | | | | | |
| 1st Mortgage | 226,900 | 6 | Feb. & Aug. | Boston. | 1876 | 98¾ |
| Sandusky, Mansfield and Newark: | | | | | | |
| 1st Mortgage | 1,290,000 | 7 | Jan. & July. | New York. | 1875 | .... |
| Funded Coupons | 860,000 | 7 | " " | " " | 1875 | .... |
| Savannah and Charleston: | | | | | | |
| 1st Mortgage $5,000 per mile | 500,000 | 7 | Jan. & July. | New York. | 1889 | 5 |
| Schuylkill and Susquehanna: | | | | | | |
| 1st Mortgage | 97,000 | 6 | Jan. & July. | Philadelphia. | 1873 | .... |

# AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. When. | Interest Payable. Where. | Due. | Price. |
|---|---|---|---|---|---|---|
| Seaboard and Roanoke: | | | | | | |
| 1st Mortgage | $210,000 | 7 | — & — | New York. | 1880 | .... |
| Selma and Meridian: | | | | | | |
| 1st Mortgage | 79,873 | ... | — & — | — & — | ..... | .... |
| 2d Mortgage | 52,000 | ... | — & — | — & — | ..... | .... |
| 3d Mortgage | 665,000 | ... | — & — | — & — | ..... | .... |
| Selma, Rome and Dalton: | | | | | | |
| 1st Mort. (Ala. and Tenn. River) | 838,000 | 7 | Jan. & July. | New York. | 1872 | .... |
| 2d Mort. (Ala. and Tenn. River) | 241,100 | 8 | " " | " " | 1864 | .... |
| Gen. Mort. (S.R.&D.) free of tax | 5,000,000 | 7 | April & Oct. | " " | 1887 | .... |
| Shamokin Valley and Pottsville: | | | | | | |
| 1st Mortgage | 700,000 | 7 | Feb. & Aug. | Philadelphia. | 1872 | .... |
| Sheyboygan and Fond Lac: | | | | | | |
| 1st Mortgage | 264,000 | 7 | Feb. & Aug. | New York. | 1884 | .... |
| Sioux City and Pacific: | | | | | | |
| 1st Mortgage | 1,628,320 | 7 | April & Oct. | New York. | 1898 | .... |
| 2d Mortgage (Gov. subsidy) | 1,628,320 | 6 | Jan. & July. | " " | 1898 | .... |
| Somerset and Kennebec: | | | | | | |
| 1st Mortgage | 300,000 | 6 | June & Dec. | Augusta. | 1874 | .... |
| 2d Mortgage | 250,000 | 6 | " " | " | 1876 | .... |
| Shore Line (N. H. & N. L.): | | | | | | |
| 1st Mortgage, reconstruction | 55,000 | 7 | March & Sept. | New Haven. | 1880 | .... |
| South Carolina: | | | | | | |
| *Sterling Bonds* £452,912½ | 2,612,944 | 5* | Jan. & July. | London. | '71–'85 | .... |
| *Sterling Bonds* £59,031½ | 262,366 | 5* | " " | Charleston. | '71–'85 | .... |
| Domestic Bonds | 418,010 | 6 | " " | " | '73–'74 | .... |
| Domestic Bonds | 563,500 | 7 | April & Oct. | " | '69–'72 | .... |
| Domestic Bonds | 353,500 | 7 | Jan. & July. | " | '88–'91 | .... |
| South and North Alabama: | | | | | | |
| 1st Mort. ($16,000 p.m.) endorsed | ..... | 8 | — & — | New York. | 1889 | .... |
| South Shore: | | | | | | |
| 1st Mortgage | 150,000 | | April & Oct. | Boston. | 1880 | 90½ |
| South Side, Va.: | | 6 | | | | |
| 2d Mort., guar. by Petersburg | 300,000 | 6 | Jan. & July. | Petersburg. | '70–'75 | .... |
| 3d Mort. (for City Point R. R.) | 175,000 | 6 | " " | " | '65–'68 | .... |
| 4th Mortgage | 317,000 | 6 | " " | " | '70–'72 | .... |
| Consol. Mortgage | ..... | 8 | " " | New York. | '84–'90 | .... |
| South Side, L. I.: | | | | | | |
| 1st Mortgage | 750,000 | 7 | March & Sept. | New York. | 1887 | .... |
| South Western: | | | | | | |
| 1st Mortgage | 699,500 | 8 | various. | Macon. | '75–'85 | .... |
| South West Pacific: | | | | | | |
| 1st Mort. guar. by Atl. & Pacific | 2,000,000 | 6* | Jan. & July. | New York. | 1871 | .... |
| Southern Minnesota: | | | | | | |
| 1st Mort. (10-20 yrs) $20,000 p.m. | ..... | 8 | Jan. & July. | New York. | 1888 | .... |
| Springfield and Columbus: | | | | | | |
| 1st Mortgage | 150,000 | 7 | Jan. & July. | New York. | 1871 | .... |
| Staten Island: | | | | | | |
| 1st Mortgage | 200,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| Sterling Mountain: | | | | | | |
| 1st Mortgage | 350,000 | 7 | — & — | New York. | 1874 | .... |
| Sullivan: | | | | | | |
| 1st Mortgage | 500,000 | 6 | Jan. & July. | Boston. | 1875 | .... |
| 2d Mortgage | 250,000 | 6 | Feb. & Aug. | " | 1880 | .... |
| Syracuse, Binghamton and N. Y.: | | | | | | |
| 1st Mortgage | 1,720,000 | 7 | April & Oct. | New York. | 1876 | .... |
| Summit Branch: | | | | | | |
| 1st Mortgage | 528,000 | 6 | — & — | Philadelphia. | 18— | .... |
| Sussex: | | | | | | |
| 1st Mortgage | 200,000 | 6 | — & — | New York. | 18— | .... |
| Tioga: | | | | | | |
| 1st Mortgage | 250,500 | 7 | May & Nov. | Philadelphia. | 1872 | 91 |
| Toledo, Peoria and Warsaw: | | | | | | |
| 1st Mortgage (E. Div.) | 1,600,000 | 7 | June & Dec. | New York. | 1894 | 83½ |
| 1st Mortgage (W. Div.) | 1,800,000 | 7 | Feb. & Aug. | " " | 1896 | 79½ |
| 2d Mortgage (W. Div.) | 1,300,000 | 7 | April & Oct. | " " | 1886 | ... |
| Toledo, Wabash and Western: | | | | | | |
| 1st Mort. (Tol. & Ill., 75 m.) | 900,000 | 7 | Feb. & Aug. | New York. | 1890 | 93 |
| 1st M.(L.Erie, W.& St.L. 167 m.) | 2,500,000 | 7 | " " | " " | 1890 | ... |
| 2d Mort. (Tol. & Wabash 75 m.) | 1,000,000 | 7 | May & Nov. | " " | 1878 | 82½ |
| 2d Mort. (Wab. & West. 167 m.) | 1,500,000 | 7 | " " | " " | 1871 | ... |
| Equipm't Bonds (T. & W. 75m.) | 600,000 | 7 | " " | " " | 1883 | 80½ |
| Consol. M. (T.,W. & W. 499 m.) | 2,332,000 | 7 | F. M. A. & N. | " " | 1907 | 97½ |
| Troy and Boston: | | | | | | |
| 1st Mortgage | 300,000 | 7 | Jan. & July. | New York. | 1887 | .... |
| 2d Mortgage | 300,000 | 7 | April & Oct. | " " | 1885 | .... |
| 3d Mortgage | 650,000 | 7 | May & Nov. | " " | 1875 | .... |
| Convertible Bonds | 325,000 | 7 | March & Sept. | " " | 1882 | .... |
| Troy Union: | | | | | | |
| 1st Mortgage, guaranteed | 500,000 | 6 | Jan. & July. | New York. | 1873 | .... |
| 2d Mortgage, guaranteed | 360,000 | 6 | " " | " " | 1878 | ... |
| Union Pacific: | | | | | | |
| 1st Mortgage, free | 27,237,000 | 6* | Jan. & July. | N.Y.&Boston | '95–'99 | 85⅝ |
| 2d Mortgage (Gov. subsidy) | 27,951,000 | 6 | " " | " " | '95–'99 | .... |
| Land Grant bonds for 10,000,000 | 7,864,000 | 7 | April & Oct. | N.Y.&Boston | '87–'89 | 76½ |
| Income bonds | 8,163,000 | 10 | Mar. & Sept. | Boston. | '72–'74 | 86½ |
| Union Pacific—Central Branch: | | | | | | |
| 1st Mortgage | 1,600,000 | 6* | May & Nov. | New York. | 1895 | .... |
| 2d Mortgage (Gov. subsidy) | 1,600,000 | 6 | Jan. & July. | " " | 1895 | .... |
| Union Pacific—Eastern Division: | | | | | | |
| 1st Mortgage on 140 miles | 2,240,000 | 6* | Feb. & Aug. | New York. | 1895 | .... |
| 1st Mortgage on 254 miles | 4,063,000 | 6* | June & Dec. | " " | 1896 | .... |
| 2d Mortgage (Gov. subsidy) | 6,303,000 | 6 | Jan. & June. | " " | '95–'97 | .... |
| 1st Mort. (Leavenworth Br.) | 600,000 | 7 | May & Nov. | " " | 1896 | .... |
| Land Grant Mort. for $500,000 | 361,000 | 7 | March & Sept. | " " | '71–'76 | .... |
| Income bonds $10,000 p. m. | 4,275,350 | 7 | June 1, '71. | " " | 1916 | .... |
| Vermont Central: | | | | | | |
| 1st Mortgage | 3,000,000 | 7 | June & Dec. | Boston. | 1886 | 84 |
| 2d Mortgage | 1,500,000 | 7 | " " | Philadelphia. | 1891 | 43½ |
| Equip. Loan (Vt.C. & Vt.& Ca.) | 1,000,000 | 8 | May & Nov. | Boston. | '77–'89 | 101½ |
| Vermont and Massachusetts: | | | | | | |
| 1st Mortgage | 550,000 | 6 | Jan. & July. | Boston. | 1883 | 91½ |
| Vermont Valley: | | | | | | |
| 1st Mortgage | 386,000 | 7 | April & Oct. | New York. | 1860 | .... |
| 1st Mortgage | 114,000 | 6 | " " | Boston. | 1860 | .... |
| 2d Mortgage | 293,200 | 7 | " " | New York. | 1859 | .... |
| Vicksburg and Meridian: | | | | | | |
| Consolidated Mort.—1st class | $722,500 | 7 | Apr.&Oct or Jan.&Jul. | Philadelphia. | 1890 | .... |
| " " " 2d class | 850,000 | 7 | " " | " | 1890 | .... |
| " " " 3d class | 154,000 | 7 | " " | " | 1890 | .... |
| " " " 4th class | 1,263,000 | 7 | " " | " | 1890 | .... |
| Virginia and Tennessee: | | | | | | |
| 1st Mortgage | 494,000 | 6 | June & Dec. | New York. | 1872 | 75 |
| 2d Mortgage | 23,500 | 6 | " " | " " | 1868 | 74½ |
| 3d Mortgage (Enlarged) | 990,000 | 6 | " " | " " | 1884 | 66½ |
| Income Bonds | 138,500 | 6 | " " | " " | 1865 | .... |
| Funding Bonds ($1,000,000) | 736,000 | 8 | " " | " " | 1890 | 86 |
| Warren: | | | | | | |
| 1st Mortgage, guaranteed | 511,400 | 7 | Feb. & Aug. | New York. | 1875 | .... |
| Warwick Valley: | | | | | | |
| 1st Mortgage | 85,000 | 7 | April & Oct. | New York. | 1880 | .... |
| Western Alabama: | | | | | | |
| 1st Mortgage, guar. | 500,000 | 7 | April & Oct. | New York. | 1888 | .... |
| West Wisconsin: | | | | | | |
| 1st Mort. Land Grant, stg. conv | 1,000,000 | 7 | Jan. & July. | London. | 1884 | .... |
| West Chester and Philadelphia: | | | | | | |
| 1st Mortgage, convertible | 400,000 | 7 | Jan. & July. | Philadelphia. | 1873 | .... |
| 2d Mortgage, registered | 1,000,000 | 8 | April & Oct. | " | 1878 | .... |
| West Jersey: | | | | | | |
| Loan of 1883 for $400,000 | 400,000 | 6 | March & Sept. | Philadelphia. | 1883 | 91½ |
| Loan of 1896 for $1,000,000 | 983,500 | 6 | Jan. & July. | " | 1896 | .... |
| Western (Boston and Albany): | | | | | | |
| *Sterling Loans*, £899,900 | 2,051,520 | 5* | April & Oct. | London. | '69–'71 | .... |
| Dollar Bonds | 798,000 | 6 | " " | Boston. | 1875 | 96 |
| Western Maryland: | | | | | | |
| 1st Mortgage, endorsed by Balt. | 200,000 | 6 | Jan. & July. | Baltimore. | 1890 | 92½ |
| 1st Mortgage unendorsed | 400,000 | 6 | " " | " | 1890 | 77 |
| 2d Mort. for $300,000, end. by B. | 300,000 | 6 | " " | " | 1890 | 90 |
| 2d M. for $300,000, end. by W.Co. | 300,000 | 6 | " " | " | 1890 | 84 |
| Western Pennsylvania: | | | | | | |
| 1st Mortgage, guaranteed | 1,800,000 | 6 | April & Oct. | Philadelphia. | 18— | 80 |
| Western Union: | | | | | | |
| 1st Mortgage for $5,000,000 | 4,000,000 | 7 | Feb. & Aug. | New York. | 1896 | .... |
| Whitehall and Plattsburg: | | | | | | |
| 1st Mortgage | 250,000 | 7 | Jan. & July. | New York. | 1873 | .... |
| Wicomico and Pocomoke: | | | | | | |
| 1st Mortgage | 150,000 | 6 | Jan. & July. | Philadelphia. | 1888 | .... |
| Wilm., Charlotte & Rutherford: | | | | | | |
| N. Car. State Loan | 2,320,000 | 6 | Jan. & July. | New York. | '90–'92 | .... |
| 1st Mortgage guar. by State | ..... | 8 | " " | " " | 1897 | 64½ |
| Wilmington and Manchester: | | | | | | |
| 1st Mortgage, 1st pref. | 725,000 | 7 | June & Dec. | New York. | 1886 | .... |
| 2d Mortgage, 2d pref. | 146,000 | 7 | " " | " " | 1886 | .... |
| 1st Mortgage, 3d pref. | 528,000 | 7 | " " | " " | 1886 | .... |
| 2d Mortgage | 80,000 | 7 | May & Nov. | " " | 1873 | .... |
| Wilmington and Weldon: | | | | | | |
| *1st Mortgage*, Sterling | 576,888 | 6* | Jan. & July. | London. | 1881 | .... |
| *2d Mortgage*, Sterling | 197,777 | 7* | May & Nov. | " | 1886 | .... |
| Sinking Fund Mortgage | 508,000 | 7 | Jan. & July. | New York. | 1896 | 92½ |
| York and Cumberland (N. Cent.) | | | | | | |
| 1st Mortgage | 175,000 | 6 | May & Nov. | Baltimore. | 1870 | 88 |
| 3d Mortgage | 500,000 | 6 | " " | " | 1877 | .... |
| CANAL BONDS. | | | | | | |
| Chesapeake and Delaware: | | | | | | |
| 1st Mortgage | 2,254,000 | 7 | Jan. & July. | Philadelphia. | 1882 | 94½ |
| Chesapeake and Ohio: | | | | | | |
| State (Md.) Loan | 2,000,000 | 6 | J. A. J. & O. | Baltimore. | 1870 | 91 |
| *Sterling*, guaranteed | 4,375,000 | 5* | " " | London. | 1890 | ... |
| Preferred Bonds | 1,699,500 | 6 | Jan. & July. | Baltimore. | 1885 | .... |
| Delaware Division: | | | | | | |
| 1st Mortgage | 800,000 | 6 | Jan. & July. | Philadelphia. | 1878 | 82 |
| Delaware and Hudson: | | | | | | |
| 1st Mortgage | 531,000 | 7 | March & Sept. | New York. | 1870 | .... |
| 1st Mortgage (new) | 1,500,000 | 7 | May & Nov. | " " | 1877 | .... |
| Delaware and Raritan (See Camden and Amboy R. R.) | | | | | | |
| Erie of Pennsylvania: | | | | | | |
| 1st Mortgage | 673,798 | 7 | Jan. & July. | Philadelphia. | 1865 | .... |
| Interest Bonds | 161,960 | 7 | " " | " | 18— | .... |
| Illinois and Michigan: | | | | | | |
| Ill. State bonds, sterling, coupon | 767,222 | 6* | April & Oct. | London. | 1870 | .... |
| Ill. State bonds, sterling, reg. | 500,967 | 6* | " " | " | 1870 | .... |
| Ill. State bonds, stg. coup. & reg. | 32,700 | 6* | " " | New York. | 1870 | .... |
| Ill. State b'ds, cur., coup. & reg. | 35,400 | 6 | Jan. & July. | " " | 1870 | .... |
| Lehigh Coal and Navigation: | | | | | | |
| 1st Loan | 384,162 | 6 | J. A. J. & O. | Philadelphia. | 1870 | .... |
| 2d Loan | 5,606,122 | 6 | " " | " | 1884 | 87 |
| 3d Loan | 2,000,000 | 6 | " " | " | 1897 | .... |
| Gold Loan | 5,000,000 | 6* | June & Dec. | " | 1897 | 98 |
| Convertible Loan | 1,201,850 | 6 | " " | " | 1877 | 78 |
| Monongahela Navigation: | | | | | | |
| 1st Mortgage | 125,000 | 6 | Jan. & July. | Pittsburg. | 1887 | .... |
| 2d Mortgage | 57,000 | 6 | " " | " | 18— | .... |
| Morris (and Banking): | | | | | | |
| 1st Mortgage | 465,500 | 6 | April & Oct. | Jersey City. | 1876 | 85 |
| 2d Mortgage | 302,750 | 6 | " " | " | 1876 | 70 |
| Boat Loan | 232,087 | 6 | " " | " | 1885 | 76 |
| North Branch: | | | | | | |
| 1st Mortgage | 590,000 | 6 | May & Nov. | Philadelphia. | 1876 | .... |
| Schuylkill Navigation: | | | | | | |
| 1st Mortgage | 1,764,550 | 6* | March & Sept. | Philadelphia. | 1872 | 81 |
| 2d Mortgage | 3,980,670 | 6 | Jan. & July. | " | 1882 | 59 |
| Improvement Loan | 1,601,670 | 6 | May & Nov. | " | 1876 | 51 |
| Susquehanna and Tide Water: | | | | | | |
| Md. State Loan, sterling | 1,050,000 | 6 | Jan. & July. | London. | 1885 | .... |
| Coupon Bonds | 1,250,000 | 6 | " " | Baltimore. | 1878 | 47½ |
| Preferred Interest Bonds | 325,000 | 6 | " " | " | 1894 | .... |
| Union (Pa.): | | | | | | |
| 1st Mortgage | 3,000,000 | 6 | May & Nov. | Philadelphia. | 1883 | .... |
| West Branch and Susquehanna: | | | | | | |
| 1st Mortgage, sinking fund | 750,000 | 6 | Jan. & July. | Philadelphia. | 1878 | .... |
| Wyoming Valley: | | | | | | |
| 1st Mortgage | 600,000 | 6 | Jan. & July. | Philadelphia. | 1878 | 90 |

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

| Years ending. | Railroad: Main Line. | Railroad: Branch Line. | Railroad: 2d Track and Sidings. | Railroad in progress. | Rolling Stock: Engines. | Rolling Stock: Cars: Pass. | Rolling Stock: Cars: B. M. R. | Rolling Stock: Cars: Freight. | Companies. | Abstract of General Balance Sheet: Property and Assets: Railroad. | Property and Assets: Rolling Stock. | Property and Assets: Assets | Accounts and Cash. | Liabilities: Stocks. | Liabilities: Bonds. | Liabilities: Accounts. | Liabilities: Surplus Income. | Railroad Operated. | Operations: Trains Moved. | Carried one mile: Passengers. | Carried one mile: Freight. | Earnings: Gross. | Earnings: Net. | Dividends. | Value of Shares: Par. | Value of Shares: Market. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M. | M. | M. | M. | | | | | | $ | $ | $ | $ | $ | $ | $ | $ | M. | M. | Number. | Tons. | $ | $ | pc. | $ | p.c. |
| Sept. 30 1868 | 25.0 | — | 0.4 | 157.0 | 1 | — | — | 6 | Adirondac ..... New York. | 2,079,058 | * | lands,&c. | — | 4,183,000 | 915,000 | 418,711 | — | 25.0 | 15,972 | 10,719 | 8,439 | 20,900 | loss 177 | — | 100 | .... |
| Jun. 30, 1869 | 70.0 | — | — | 23.0 | — | — | — | — | Alabama and Chattanooga.... New York. | — | — | — | — | — | — | — | — | 70.0 | — | — | — | — | — | — | 100 | .... |
| Sept. 30, 1868 | 125.0 | — | 11.2 | 15.0 | 17 | 15 | 7 | 182 | Albany and Susquehanna ¶ ... New York. | 5,839,598 | 547,857 | — | — | 1,861,393 | 2,802,000 | 560,000 | 401,830 | 120.0 | 291,226 | 7,081,364 | 4,250,199 | 535,823 | 227,819 | — | 100 | .... |
| Jan. 31, 1869 | 132.0 | — | 12.0 | 48.0 | 12 | 10 | 6 | 102 | Allegheny Valley..... Pennsylvania. | 8,042,793 | * | — | — | 2,241,250 | 4,000,000 | 1,801,543 | — | 132.0 | — | 362,803 | 570,186 | 946,405 | 446,907 | — | 50 | .... |
| Jun. 30, 1868 | 26.5 | 5.0 | 4.9 | — | 7 | 6 | 4 | 110 | Androscoggin ..... Maine. | 800,000 | * | — | — | — | — | — | — | 68.0 | 120,113 | 67,700 | 49,327 | 185,226 | 75,428 | — | 100 | .... |
| Nov. 30, 1868 | 23.0 | — | 1.8 | — | — | — | — | — | Ashuelot..... New Hampshire. | 506,000 | — | — | — | 201,000 | 195,000 | — | — | — | (Leased | to Cheshir | e.) | — | 7,000 | — | 100 | .... |
| Jun. 30, 1868 | 86.7 | — | 8.2 | — | 17 | 6 | 7 | 86 | Atlanta and West Point ..... Alabama. | 1,200,230 | * | — | 117,052 | 1,232,200 | 47,000 | 6,613 | 31,470 | 86.7 | — | — | — | 351,071 | 111,667 | 8 | 100 | 95 |
| Oct. 31, 1868 | 387.3 | 38.2 | 90.0 | — | 156 | 92 | 37 | 3,370 | Atlantic and Great West. N.Y. Penn. & O. | 58,812,853 | * | 53,417 | — | 27,798,923 | 29,999,901 | 1,049,166 | — | 505.7 | — | 666,824 | 1,746,527 | 4,846,048 | 1,857,266 | — | 50 | .... |
| Dec. 31, 1868 | 237.0 | 48.0 | 13.0 | — | 20 | 14 | 16 | 206 | Atlantic and Gulf ¶..... Georgia. | 5,784,189 | * | 50,000 | — | 3,691,200 | 1,981,581 | 170,130 | — | 285.0 | — | 43,640 | — | 603,059 | 155,975 | — | 100 | 79½ |
| May 31, 1867 | 94.9 | — | 7.7 | — | 9 | 6 | 2 | 62 | Atlantic and North Carolina ¶. N. Carolina. | — | — | — | — | — | — | — | — | 94.9 | — | — | — | 1,026,488 | 95,979 | 4 | 100 | .... |
| Dec. 31, 1868 | 149.0 | 1.5 | 25.0 | — | 45 | 17 | 7 | 541 | Atlantic and St. Lawrence. Me., N.H. & Vt. | 7,654,197 | * | — | — | 2,494,900 | 3,483,992 | — | — | 150.5 | — | — | — | 1,080,749 | 206,554 | 4 | 100 | .... |
| Sept. 30, 1868 | 15.5 | — | 0.5 | — | 2 | 3 | 1 | 4 | Avon, Geneseo and Mount Morris .. N. Y. | 198,094 | 17,715 | 1,489 | 5,832 | 194,225 | 20,000 | 214 | 8,668 | — | 20,032 | 40,624 | 3,651 | 29,391 | 12,598 | 4 | 100 | .... |
| Sept. 30, 1869 | 379.6 | 8.0 | 329.0 | — | 315 | 149 | 136 | 5,153 | Baltimore and Ohio ¶. .... Md. & W. Va. | 24,186,268 | 5,026,461 | 16,199,943 | 711,871 | 16,267,862 | 8,751,750 | 734,255 | 20,361,676 | 379.6 | 6,640,721 | — | — | 8,724,916 | 2,968,809 | 8 | 100 | 137 |
| Sept. 30, 1869 | 30.0 | — | .... | — | — | — | — | — | Washington Branch ¶ ..... Maryland. | 1,650,000 | — | 377,661 | — | 1,650,000 | 20,000 | — | 357,661 | 30.0 | 418,895 | — | — | 415,924 | 277,508 | 10 | 100 | 125 |
| Sept. 30, 1869 | 103.5 | — | .... | — | — | — | — | — | Parkersburg Branch..... W. Virginia. | — | — | — | — | — | — | — | — | 103.5 | 691,644 | — | — | 536,033 | 1,158,572 | — | 100 | 23½ |
| Dec. 31, 1868 | 40.0 | — | 5.0 | 195.0 | 9 | 2 | 1 | 541 | *Bay de Noquet and Marquette*.... Michigan. | 800,000 | 295,397 | 937,940 | 29,891 | 1,500,000 | 250,000 | 262,235 | 50,993 | 45.0 | 131,811 | 56,342 | 314,803 | — | — | — | 100 | .... |
| Dec. 31, 1868 | 67.0 | — | 8.0 | — | 21 | 20 | 6 | 720 | Belvidere Delaware ..... New Jersey. | 3,914,896 | * | — | — | 996,150 | 2,244,500 | 824,293 | — | 67.0 | 301,303 | 284,116 | 326,244 | 631,858 | 191,895 | — | 100 | .... |
| Jun. 30, 1868 | 54.0 | — | 5.5 | — | 4 | 3 | 3 | 40 | Bennington and Rutland..... Vermont. | 1,125,000 | * | — | — | 332,000 | 700,000 | — | — | 59.5 | — | 41,362 | 37,758 | 125,440 | 131,045 | — | 100 | .... |
| Nov. 30, 1869 | 21.2 | — | 1.9 | — | — | — | — | 80 | Berkshire..... Massachusetts. | 500,000 | 100,000 | — | — | 600,000 | — | — | 600,000 | — | — | — | — | — | 42,000 | 7 | 100 | 82 |
| Sept. 30, 1868 | 15.6 | — | 5.4 | — | — | — | — | — | Blossburg and Corning..... New York. | 582,346 | — | — | — | 250,000 | — | — | — | — | (Leased | to Fall Br | ook Coal | Co.) | — | 7 | 100 | .... |
| Nov. 30, 1869 | 200.6 | 49.6 | 319.9 | — | 159 | 114 | 37 | 2,762 | Boston and Albany.... Mass. & N. York. | 17,719,195 | 2,597,837 | — | — | 16,411,600 | 2,873,020 | 1,235,000 | 1,752,774 | 269.6 | 3,203,392 | 95,678,232 | 158,579,177 | 6,796,056 | 2,918,129 | 10 | 100 | 149½ |
| Nov. 30, 1869 | 42.9 | .... | 6.7 | — | 8 | 12 | 6 | 132 | Boston, Clinton and Fitchburg ..... Mass. | 1,073,622 | 274,636 | — | 34,607 | 872,600 | 648,000 | 104,954 | 31,651 | 42.9 | 145,239 | 3,203,639 | 1,998,561 | 218,787 | 35,024 | — | 100 | 62½ |
| Mar. 31, 1868 | 93.5 | — | 6.7 | — | 15 | 12 | 8 | 223 | Boston, Concord and Montreal ..... N. H. | 2,850,000 | * | 366,916 | 96,454 | 1,800,000 | 1,050,000 | 42,011 | 421,359 | 114.3 | — | 7,340,040 | 3,471,360 | 486,675 | 150,949 | — | 100 | 75½ |
| Nov. 30, 1869 | 297.7 | — | 24.3 | .... | 48 | 84 | 27 | 528 | Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y. | 28,148,405 | 628,603 | 21,373,900 | 12,000 | 25,000,000 | 21,200,000 | 7,349,164 | — | 97.5 | 460 741 | 14,038,169 | 6,015,251 | 640,007 | 175,7 5 | — | 100 | 5½ |
| Nov. 30, 1869 | 26.8 | 1.9 | 45.0 | — | 29 | 35 | 17 | 533 | Boston and Lowell..... Mass. | 2,469,955 | 183,345 | 67,229 | 526,457 | 2,195,000 | 275,000 | 104,674 | 593,468 | 61.0 | 525,362 | 18,587,217 | 12,330,812 | 1,071,881 | 247,195 | 8 | 100 | 133 |
| Nov. 30, 1869 | 74.4 | 8.5 | 56.7 | — | 45 | 75 | 23 | 1,026 | Boston and Maine..... Mass., N. H. & Me. | 4,379,295 | 716,719 | 273,629 | 102,051 | 4,471,274 | — | 217,437 | 1,000,420 | 146 1 | 992,000 | 51,248,678 | 16,163,410 | 1,871,339 | 549,949 | 10 | 100 | 146½ |
| Nov. 30, 1869 | 57.5 | 7.7 | 52.0 | — | 32 | 50 | 12 | 312 | Boston and Providence..... Mass. & R. I. | 3,152,600 | 207,400 | 464,969 | 176,145 | 3,360,000 | — | — | 410,615 | 63.9 | 510,444 | 29,963,489 | 13,021,748 | 1,280,361 | 403,681 | 10 | 100 | 145 |
| Sept. 30, 1868 | 26.0 | — | 2.0 | .... | — | — | — | — | Buff., Bradford and Pittsb.. Penn. & N. Y. | 2,866,000 | — | — | — | 2,268,000 | 580,000 | — | — | — | — | — | — | — | — | — | 100 | .... |
| Oct. 31, 1868 | 42.3 | — | 1.0 | — | 6 | 5 | 2 | 23 | Buff., Corry and Pittsb.... N. Y. & Penn. | 1,431.460 | * | — | — | 428,717 | 700,000 | 376,234 | — | 43.2 | 26,326 | 69,088 | 94,196 | 223,040 | 59,559 | — | 100 | .... |
| Sept. 30, 1868 | 88.0 | — | 40.0 | — | 42 | 22 | 15 | 946 | Buffalo and Erie..... New York. | 6,718,800 | * | — | — | 6,000,000 | 3,700,000 | — | — | 88.0 | 879,051 | 450,949 | 762,914 | 2,222,805 | 514,068 | 9 | 100 | .... |
| Dec. 31, 1868 | 161.2 | 2.1 | 8.7 | — | — | — | — | — | Buffalo and Lake Huron..... Canada. | 8,000,780 | * | — | — | — | — | — | — | — | — | — | — | 171,645 | — | — | 100 | .... |
| Sept. 30, 1868 | 142.0 | — | 13.0 | — | 28 | 32 | 9 | 428 | Buffalo, New York and Erie.. New York. | 3,396,088 | * | — | — | 950,000 | 2,389,000 | — | — | — | — | — | — | — | — | 7 | 100 | .... |
| Sept. 30, 1868 | 16.0 | — | 1.0 | 101.0 | 2 | 1 | 1 | 16 | Buffalo and Washington ... Penn. & N. Y. | 485,350 | * | — | — | 428,473 | — | 49,900 | — | 11.0 | 9,096 | 25,508 | 11,677 | 21,987 | — | — | 100 | .... |
| Dec. 31, 1868 | — | — | — | 330.0 | — | — | — | — | Burl., Cedar Rapids and Minnesota. Iowa. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 100 | .... |
| Dec. 31, 1868 | 180.0 | — | .... | 100.0 | 18 | 12 | 7 | 506 | *Burlington and Missouri River*..... Iowa. | 3,675,000 | * | — | — | 1,516,455 | 2,158,545 | — | — | 180.0 | — | — | — | 841,653 | 411,226 | — | 100 | 83½ |
| Dec. 31, 1868 | 61.2 | 31.1 | 100.0 | — | 128 | 193 | 40 | 1,090 | Camden and Amboy..... New Jersey. | 11,221,696 | * | 8,775,984 | — | 9,999,969 | 9,865,645 | — | 728,431 | 165.0 | — | — | — | 7,830,525 | 2,527,458 | 10 | 100 | 120½ |
| Dec. 31, 1868 | 60.2 | — | 4.1 | — | 9 | 36 | 4 | 88 | Camden and Atlantic..... New Jersey. | 2,062,102 | * | — | — | 1,109,406 | 990,000 | 75,179 | — | 60.2 | — | — | — | 325,041 | 134,345 | — | 100 | 15 |
| Dec. 31, 1868 | 23.0 | 7.1 | 2.3 | — | — | — | — | — | Camden and Burlington Co.. New Jersey. | 710,962 | — | — | — | 331,525 | 335,000 | 44,437 | — | — | — | — | — | 34,940 | 34,940 | 3 | 100 | .... |
| Nov. 30, 1869 | 64.8 | 1.0 | 3.0 | — | 8 | 15 | 2 | 67 | Cape Cod ..... Mass. | 1,277,489 | 123,864 | 64,258 | 28,051 | 801,906 | 125,000 | 78,489 | 8,214 | 65 8 | 118,012 | 4,786,714 | 1,418,821 | 250,517 | 97,729 | 8½ | 100 | 72 |
| Dec. 31, 1868 | 41.2 | — | .... | — | 3 | 12 | — | — | Cape May and Millville..... New Jersey. | 701,034 | * | — | — | 447,000 | — | — | — | — | (Leased | to West J | ersey.) | — | — | 6 | 50 | 88 |
| Oct. 31, 1868 | 20.0 | 4.0 | 6.0 | — | 6 | 3 | 2 | 418 | Catasauqua and Fogelsville..... Penn. | 708,322 | * | 21,600 | — | 402,875 | — | 271,233 | 55,214 | 24.0 | 86,388 | 10,924 | 234,975 | 125,059 | 98,562 | 6 | 25 | .... |
| Oct. 31, 1868 | 65.0 | 2.5 | 5.0 | — | 21 | 9 | 4 | 485 | Catawissa..... Penn. | 3,774,000 | * | — | — | 3,359,500 | 371,000 | — | — | 67.5 | 257,968 | — | 356,554 | 540,543 | 141,001 | 5 | 50 | 28 |
| Sept. 30, 1868 | 34.6 | — | .... | — | — | — | — | — | Cayuga and Susquehanna..... New York. | 589,110 | — | — | — | 589,110 | — | — | — | — | (Leased | to Dela., L | and W.) | 54,000 | 54,000 | 9 | 100 | .... |
| Dec. 31, 1868 | 44.0 | — | .... | 37.0 | — | — | — | — | Cedar Falls and Minnesota ..... Iowa. | 3,402,000 | — | — | — | 1,701,000 | 1,701,000 | — | — | — | (Leased | to Illinois | Central.) | — | — | — | 100 | .... |
| Dec. 31, 1868 | 271.6 | — | .... | — | — | — | — | — | *Cedar Rapids and Missouri River*... Iowa. | 11,131,000 | — | — | — | 7,545,000 | 3,586,000 | — | — | — | (Leased | to Chic. a | nd N. W.) | 419,848 | 419,848 | — | 100 | .... |
| Nov. 30 1868 | 190.6 | — | 25.8 | — | 49 | 34 | 41 | 638 | Central of Georgia..... Georgia. | 4,472,000 | * | 859,922 | 416,392 | 4,666,800 | 786,000 | 45,829 | 176,351 | 282.0 | — | 95,006 | — | 2,008,721 | 724,656 | 12 | 100 | 122 |
| Dec 31, 1868 | 64.0 | 10.0 | 76.0 | — | 107 | 104 | 15 | 1,698 | Central of New Jersey..... New Jersey. | 18,034,675 | * | * | — | 15,000,000 | 3,034,675 | — | — | 89.0 | — | — | — | 3,729,412 | 1,350,220 | 10 | 100 | 109¾ |
| Jun. 30, 1868 | 137.1 | — | 23.2 | — | 44 | 20 | 25 | 1,253 | Central Ohio..... Ohio. | 5,511,209 | * | — | — | 3,000,000 | 2,500,000 | 11,209 | — | 137.1 | — | 229,560 | 204,630 | 1,025,545 | Loss | 6 | 100 | 24 |
| Dec. 31, 1868 | 695.0 | — | .... | 52.0 | 108 | 11 | 10 | 1,694 | Central Pacific..... California. | 60,000,000 | * | — | 1,992,150 | 8,000,000 | 54,034,000 | — | — | 200.0 | — | — | — | 2,300,767 | 1,457,601 | — | 100 | .... |
| Dec. 31, 1868 | 100.0 | — | .... | — | .... | .... | .... | .... | Central Br., Union Pacific R.R.... Kansas. | 4,800,000 | * | — | — | — | 3,200,000 | — | — | 100.0 | — | — | — | — | — | — | 100 | .... |
| Sept 30, 1868 | 103.5 | — | .... | — | 10 | 9 | 4 | 80 | Charleston and Savannah... S. Car. & Ga. | 1,505,000 | * | — | — | 1,000,000 | — | 505,000 | 220,445 | 60.7 | — | 7,800 | — | 47,068 | Loss. | — | 100 | .... |
| Dec. 31, 1868 | 109.6 | — | 8.9 | — | 13 | 9 | 7 | 99 | Charlotte and S. Carolina.... N. C. & S. C. | 2,000,000 | * | 103,000 | 15,340 | 1,500,000 | 334,000 | 128,750 | 55,590 | 109.6 | — | — | — | — | — | — | 100 | .... |
| Sept. 30, 1868 | 17.4 | — | 12.5 | — | — | — | — | — | Chemung..... New York. | 400,000 | * | — | — | 380,000 | — | — | — | — | (Leased | to Erie.) | | 30,000 | 30,000 | 6 | 100 | .... |
| Aug. 31, 1867 | 40.0 | — | .... | — | .... | .... | .... | .... | Cheraw and Darlington..... S. Carolina. | — | — | — | — | 391,222 | 261,600 | — | — | 40.0 | — | — | — | 61,013 | 14,145 | — | 100 | .... |
| Nov. 30, 1869 | 53.6 | — | 13.0 | — | 24 | 18 | 7 | 364 | Cheshire..... New Hampshire. | 2,367,041 | 322,266 | 157,000 | 269,089 | 2,085,925 | 791,500 | — | 109,496 | 53.6 | 495,525 | 4,733,511 | 15 801,755 | 713,5 6 | 51,338 | 5 | 100 | .... |
| Oct. 31, 1868 | 21.5 | — | 1.5 | — | — | — | — | — | Chester Valley ..... Pennsylvania. | 1,371,900 | — | — | — | 871,900 | 500,000 | 420,000 | — | — | (Leased | to Phila. a | nd Read.) | — | — | — | 50 | 6½ |
| Dec. 31 1868 | 243.0 | — | 29.8 | — | 97 | 42 | 20 | 1,938 | Chicago and Alton ..... Illinois. | 11,433,523 | * | 1,002,962 | 603,449 | 7,567,200 | 3,902,000 | 586,067 | 984,667 | 431.0 | 2,137,581 | — | — | 4,508,643 | 1,987,896 | 10 | 100 | 114 |
| Apr 30, 1869 | 370.0 | 60.0 | 200.0 | — | 135 | 49 | 38 | 2,943 | Chicago, Burlington and Quincy.. Illinois. | 15,745,050 | 3,850 219 | 1,989,710 | 414,155 | 13,825,025 | 4,794,250 | 1,842,836 | 1,537,013 | 442.0 | 3,185,680 | 45,470,104 | 146,499,422 | 6,812,809 | 3,145,287 | 10 | 100 | 147½ |
| Dec 31, 1868 | 73.0 | — | .... | 30.0 | 7 | 4 | 3 | 93 | Chicago, Cincinnati and Louisville ... Ind. | 2,500,000 | * | — | — | 1,500,000 | 1,000,000 | — | — | 73.0 | — | — | — | — | — | — | 100 | .... |
| Dec. 31, 1868 | 81.3 | — | .... | — | — | — | — | — | Chicago, Iowa and Nebraska ..... Iowa. | 4,859,900 | — | — | — | 3,916,300 | 942,600 | — | — | — | (Leased | to Chic. a | nd N. W.) | 631,782 | 631,782 | 10 | 100 | 142 |
| May 31, 1869 | 803.1 | — | 166.8 | — | 255 | 155 | 109 | 5,511 | Chicago and N. West'n. Ill., Wis. & Mich. | 48,753,801 | * | 2 017,578 | — | 31,249,259 | 17,290,400 | 317,065 | 1,914,655 | 1,156.0 | — | — | — | 13,941,343 | 4,881,189 | 10 | 100 | 81½ |
| Mar. 31, 1869 | 498.0 | 50.0 | 62.7 | — | 107 | 49 | 23 | 2,508 | Chicago, Rock Island & Pacific. Ill. & Iowa. | 22,444,242 | * | 81,551 | 1,990,016 | 14,000,000 | 8,801,000 | 177,565 | 1,597,244 | 526.0 | 2,515,073 | 627,595 | 806,788 | 5,231,980 | 2,708,049 | 10 | 100 | 122½ |
| May 31, 1869 | — | — | — | 26.0 | — | — | — | — | Chillicothe and Brunswick ..... | — | — | — | — | 500,000 | 500,000 | — | — | — | — | — | — | — | — | — | 100 | .... |
| Jun. 30, 1867 | | Less | ees | of S | an. | & | Ci | n. | Cincinnati, Dayton and Eastern..... Ohio | 620,000 | * | — | — | 155,000 | 465,000 | — | — | — | — | — | — | — | — | — | 100 | .... |
| Mar. 31, 1868 | 60.1 | — | 61.4 | — | 34 | 30 | 16 | 437 | Cincinnati, Hamilton and Dayton... Ohio. | 5,284,817 | * | 830,456 | 401,078 | 3,500,000 | 2,004,000 | 214,385 | 408,847 | 60.1 | 431,581 | — | — | 679,999 | 157,123 | 13s | 100 | .... |
| Dec. 31, 1868 | 20.5 | 6.7 | 4.3 | — | — | — | — | — | Cincinnati and Indiana..... Ohio & Ind. | 2,500,000 | — | — | — | 500,000 | 2,000,000 | — | — | — | 598,654 | 672,834 | 497,466 | 1,332,894 | 519,975 | 8 | 100 | 75 |
| Dec. 31, 1868 | 13.0 | — | 0.5 | — | — | — | — | — | Cin., Lexington and E. Tennessee..... Ky. | 1,000,000 | — | — | — | 1,000,000 | — | — | — | — | (Leased | to Ind., Ci | n.and Laf. | — | 25,000 | 10 | 100 | .... |
| Jun. 30, 1868 | 98.0 | 25.0 | 3.4 | — | 14 | 12 | 5 | 180 | Cin. and Indianapolis Junction.. O. & Ind. | 5,624,084 | * | — | — | 3,003,450 | 2,250,000 | 370,634 | — | 113.0 | (Leased | to Kentuc | ky Central | .) | — | — | 100 | .... |
| Dec. 31, 1868 | 40.0 | — | 2.6 | — | — | — | — | — | Cincinnati and Martinsville..... Indiana. | 800,000 | — | — | — | 400,000 | 400,000 | — | — | — | — | — | — | — | 58 | — | 100 | .... |
| Mar. 31, 1868 | 42.0 | — | 2.6 | — | — | — | — | — | Cin., Richmond and Chicago. Ohio & Ind. | 818,233 | 120,458 | 700 | 9,973 | 374,100 | 560,000 | 15,258 | — | 42.0 | (Leased | to Ind., Ci | n.and Laf. | 54,000 | 54,000 | — | 100 | .... |
| Jun. 30, 1868 | 132.1 | — | 9 0 | — | 15 | 11 | 6 | 259 | Cincinnati and Zanesville..... Ohio. | 2,969,361 | * | — | — | 1,669,361 | 1,300,000 | — | — | 132.1 | 253,046 | 107,571 | 93,877 | 183,305 | 29,896 | — | 100 | .... |
| | | | | | | | | | | | | | | | | | | | | | | 355,954 | 17,675 | — | 100 | .... |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dec. 31, 1868 | 540.6 | 49.9 | 70.8 | — | 83 | 47 | 22 | 1,315 | Cleveland, Col. Cin. & Ind...Ohio & Ind. | 11,936,146 | * | 1,774,845 | 539,456 | 11,620,000 | 2,022,000 | 365,845 | 242,602 | 390.3 | 2,177,407 | 546,377 | 628,356 | 2,962,614 | 834,449 | 7 | 100 | 79 |
| Dec. 31, 1868 | 67.8 | 12.4 | 59.6 | — | | | | — | Cleveland and Mahoning .....Ohio. | 3,320,327 | — | 296,300 | — | 2,056,750 | 1,652,100 | — | — | — | (Leased | to Atl. & | Gt. Weste | rn.) | ..... | 8 | 100 | .... |
| Nov. 30, 1868 | 101.0 | 102.8 | 45.3 | — | 67 | 37 | 44 | 1,337 | Cleveland and Pittsburg....Ohio & Penn. | 10,432,689 | * | 150,976 | 497,358 | 5,971,130 | 4,209,489 | 470,369 | 439,999 | 229.8 | 1,616,216 | 613,471 | 979,862 | 2,493,214 | 937,788 | 6 | 50 | 106¾ |
| Dec. 31, 1868 | 112.7 | 43.9 | 25.3 | — | 40 | 39 | 15 | 867 | Cleveland and Toledo .....Ohio. | 6,959,077 | 1,232,517 | — | — | 6,250,000 | 3,149,000 | — | — | — | ( | Leased to | Pittsburg | re.) | | 7 | 100 | 93 |
| Feb. 28, 1869 | 588.0 | 12.0 | 58.8 | — | 125 | 70 | 25 | 1,800 | Col., Chic. & Ind. Cent...Ohio, Ind & Ill | 29,184,000 | * | ..... | ..... | 11,620,000 | 17,764,000 | ..... | ..... | (Le | ased to | (Ope | rated by | Cincinnati | and St. L | ouis.) | — | 100 | 19¼ |
| Mar. 30, 1868 | 54.7 | — | 12.8 | — | — | — | — | — | Columbus and Xenia.....Ohio. | 1,464,078 | — | 655,530 | 81,105 | 1,786,200 | 248,000 | 80,667 | 85,846 | — | — | — | Little Mi | ami.) | | 8 | 50 | .... |
| Mar. 31, 1868 | 35.0 | 7.0 | 10.0 | — | 29 | 27 | 10 | 434 | Concord.....New Hampshire. | 1,500,000 | * | ..... | ..... | 1,500,000 | — | — | 161,970 | 81.0 | 533,695 | 403,574 | 421,629 | 826,634 | 346,495 | 10 | 50 | 77½ |
| Mar. 31, 1868 | 27.0 | — | 2.24 | — | 2 | 4 | — | 55 | Concord and Claremont. New Hampshire. | 698,258 | * | — | — | 595,587 | 374,500 | ..... | ..... | 27.0 | 45,081 | 40,999 | 23,704 | 74,706 | 27,542 | — | 100 | .... |
| Mar. 31, 1869 | 58.0 | — | 3 1 | — | — | — | — | — | Concord and Portsmouth..N.Hampshire. | 350,000 | * | — | — | 350,000 | — | — | — | — | (L | eased to | Concord.) | | | 7 | 100 | 108¾ |
| May 31, 1869 | 110.3 | — | 9.8 | — | 13 | 11 | 7 | 327 | Connecticut and Passump. Riv..Vermont. | 2,996,181 | * | 137,420 | 27,890 | 2,084,200 | 795,000 | 212,562 | 68,929 | 110.3 | 190,409 | 3 747,271 | 4,799,290 | 529,347 | 192,184 | 6 | 100 | 87 |
| Nov. 30, 1869 | 50.0 | 3.4 | 12.6 | — | 16 | 19 | 8 | 233 | Connecticut River .....Massachusetts. | 1,842,423 | 201,499 | 109,086 | 249,400 | 1,700,000 | 250,000 | — | 216,147 | 53.4 | 306,976 | 8,923,930 | 6,780,348 | 649,196 | 202,840 | 10 | 100 | 139¾ |
| Oct. 31, 1868 | 6.8 | — | 95.3 | — | — | — | — | — | Connecting (Phila.).....Pennsylvania. | 2,178,300 | — | ..... | ..... | 100,000 | 1,000,000 | 1,178,300 | — | — | (Leased | to Phila. | & Trent.) | | | — | 50 | .... |
| Mar. 31, 1868 | 14.6 | — | 1.1 | — | — | — | — | — | Contoocook River .....New Hampshire. | 257,000 | — | ..... | ..... | 200,000 | 30,000 | ..... | — | 14.6 | 21.710 | 15,047 | 8,826 | 39,337 | 14,823 | — | 100 | .... |
| Dec. 31, 1868 | 34.0 | — | 10.0 | — | 21 | 5 | 1 | 420 | Cumberland and Pennsylvania. Maryland. | 3,300,000 | * | ..... | ..... | 1,500,000 | 1,674,000 | ..... | — | 34.0 | 248,299 | 67,635 | 1,246,515 | 523,329 | 163,178 | — | 50 | .... |
| Sept. 30, 1868 | 74.0 | — | 9.7 | — | 16 | 14 | 6 | 227 | Cumberland Valley.....Penn. & Md. | 1,498,237 | * | 96,071 | 312,155 | 1,316,900 | 352,400 | 63,957 | 143,207 | 74.0 | 242,146 | 281,134 | 231,518 | 564,513 | 279,745 | 8 | 50 | 110 |
| Dec. 31, 1868 | 23.8 | — | 3.0 | — | 5 | 6 | 2 | 60 | Danbury and Norwalk .....Connecticut. | 435,538 | * | 26,000 | 44,586 | 400,000 | 100,000 | ..... | 6,124 | 23.8 | 69,630 | ..... | ..... | 170,672 | 51,024 | 10 | 100 | .... |
| Apr. 30, 1869 | — | — | — | 117.5 | — | — | — | — | Danv., Urbana, Bloomingt'n & Pekin..Ill. | 5,000,000 | * | ..... | ..... | 3,000,000 | 2,000,000 | ..... | — | — | (U | nder cons | truction.) | | | — | 100 | .... |
| Mar. 31, 1868 | 141.4 | — | 15.1 | — | 21 | 4 | 4 | 351 | Dayton and Michigan .....Ohio. | 5,749,101 | 508,266 | 36,000 | 210,846 | 2,362,341 | 3,423,500 | 660,700 | — | 141.4 | ..... | ..... | ..... | 965,853 | 273,497 | — | 100 | .... |
| Jun. 30, 1868 | 31.8 | — | 1.9 | — | 4 | 4 | 3 | 56 | Dayton and Union .....Ohio. | 599,684 | * | ..... | ..... | 76,000 | 527,449 | 12,768 | ..... | 31.8 | 76,128 | 72,188 | 60,571 | 118,420 | 17,479 | — | 100 | .... |
| Nov. 30, 1868 | 36.0 | — | 2.8 | — | — | — | — | — | Dayton and Western.....Ohio. | 1,087,779 | — | ..... | ..... | 309,276 | 738,000 | ..... | — | 42.0 | ..... | ..... | ..... | 139,355 | loss. | — | 100 | .... |
| Dec. 31, 1868 | 84.5 | 28.0 | 6.3 | — | — | — | — | — | Delaware.....Delaware. | 1,826,018 | * | ..... | ..... | 891,206 | 892,750 | ..... | — | 112.5 | ..... | ..... | ..... | 354,270 | 61,942 | 6 | 100 | .... |
| Oct. 31, 1868 | 113.0 | — | .... | — | 98 | 15 | 8 | 3,734 | Delaware, Lack. and Western.....Penn. | 11,021,259 | 2,967,617 | ..... | ..... | 14,100,600 | 3,683,000 | 1,008,162 | — | 253.4 | 2,054,957 | 191,888 | 2,128,512 | 3,743,107 | 1,794,648 | 1¼ | 50 | 112 |
| Dec. 31, 1868 | 162.0 | — | 10.0 | — | 19 | 10 | 10 | 376 | Des Moines Valley.....Iowa. | ..... | — | ..... | ..... | 1,820,000 | 2,892,000 | ..... | — | 168.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1868 | 189.0 | — | 18.5 | — | 34 | 30 | 23 | 520 | Detroit and Milwaukee.....Michigan. | 9,698,548 | * | ..... | ..... | 2,547,350 | 6,925,048 | 27,923 | 103,429 | 189.0 | 600,913 | 438,394 | 287,729 | 1,718,694 | 704,458 | — | 100 | .... |
| Mar. 31, 1868 | 28.5 | — | 1.1 | — | 3 | 3 | 3 | 85 | Dover and Winnipissogee....New Hamp. | 825,199 | * | ..... | ..... | 480,000 | — | — | — | — | (Leased | to Boston | & Maine.) | 29,000 | 29,000 | 3 | 100 | .... |
| Dec. 31, 1868 | 143.5 | — | 6.1 | — | — | — | — | — | *Dubuque and Sioux City*.....Iowa. | 5,257,043 | * | 107,393 | 64,767 | 3,662,123 | 960,000 | 653,956 | 153,124 | (L | eased to | Illinois Ce | ntral.) | 973,186 | ..... | 4s | 100 | 108 |
| Dec. 31, 1868 | 56.0 | — | 2.0 | — | 4 | 2 | 2 | 67 | Dubuque South Western.....Iowa. | 1,384,312 | * | ..... | ..... | 680,372 | 550,000 | 377 | ..... | 79.0 | ..... | ..... | ..... | 176,217 | ..... | — | 100 | .... |
| Sept 30, 1868 | — | — | — | 41.0 | — | — | — | — | Dunkirk, Warren & Pittsburg...N. York. | 365,000 | ..... | ..... | ..... | 280,000 | ..... | ..... | ..... | — | (I | n progres | s.) | | | — | 100 | .... |
| Sept. 30, 1868 | 10.0 | — | — | 65.0 | — | — | — | — | Dutchess and Columbia Counties...N. Y. | ..... | — | ..... | ..... | 500,000 | 1,000,000 | ..... | ..... | — | ..... | ..... | ..... | (In progr | ess.) | — | 100 | .... |
| Oct. 31, 1868 | 17.5 | — | 0.3 | — | — | — | — | — | East Brandywine and Waynesb....Penn. | 259,800 | — | ..... | ..... | 124,800 | 140,000 | 2,000 | ..... | — | (Leased | to Pennsy | lvania.) | | | — | 50 | .... |
| Nov. 30, 1869 | 44.1 | 53.4 | 23.0 | — | 45 | 75 | 25 | 724 | Eastern ¶.....Massachusetts. | 5,734,862 | 847,314 | 654,386 | 382,402 | 4,037,800 | 2,900,400 | 450,200 | 198,222 | 144.4 | 959,318 | 57,357,609 | 8,896,106 | 1,675,238 | 529,914 | 8 | 100 | 121 |
| Dec. 31, 1868 | 38.5 | — | 1 8 | — | — | — | — | — | Eastern Shore ¶.....Maryland. | 850,000 | — | ..... | ..... | 280,000 | 570,000 | ..... | — | — | (Leased | to Phila., | Wil. & Ba | lt.) | ..... | — | 100 | .... |
| Oct. 31, 1868 | 7.5 | — | 3.5 | — | — | — | — | — | East Mahanoy .....Pennsylvania. | 391,604 | — | ..... | ..... | 392,550 | ..... | ..... | — | — | (Leased | to Phila. | & Readin | g.) | ..... | 6 | 50 | .... |
| Oct. 31, 1868 | 36.0 | — | 9.8 | — | 14 | 8 | 5 | 125 | East Pennsylvania.....Pennsylvania. | 1,589,847 | ..... | ..... | ..... | 654,600 | 576,900 | ..... | ..... | 36.0 | 244,880 | 293,720 | 481,273 | 565,168 | 191,033 | — | 50 | 80 |
| Jun. 30, 1868 | 110.8 | 30.0 | 8.2 | — | 19 | 13 | 4 | 185 | East Tennessee and Georgia ¶.Tenn. & G. | 3,530,492 | * | 40,410 | 255,124 | 1,319,996 | 2,385,770 | 141,339 | ..... | 140.8 | ..... | ..... | ..... | 512,864 | 60,969 | — | 100 | .... |
| Jun. 30, 1868 | 130.0 | — | 7.0 | — | 20 | 14 | 5 | 206 | East Tennessee and Virginia ¶.....Tenn. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 130.0 | 350,378 | 82,393 | 71,288 | 537,691 | 133,709 | — | 100 | .... |
| Oct. 31, 1868 | 47.0 | — | .... | — | 5 | 4 | 1 | 58 | Edgefield and Kentucky ¶.....Tenn. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | (Oper. by | Evan | sville, H | enderson | & Nashv.) | 82,923 | 8,095 | — | 100 | .... |
| Sept. 30, 1868 | 46.8 | — | 2.9 | — | — | — | — | — | Elmira, Jefferson and Canandaigua. N. Y. | 500,000 | — | ..... | ..... | 500,000 | ..... | ..... | ..... | — | (Leased | to Northe | rn Centra | l.) | 25,000 | 5 | 100 | .... |
| Oct. 31, 1868 | 78.0 | — | 14.5 | — | — | — | — | — | Elmira and Williamsport..Penn. & N. Y. | 2,620,000 | ..... | ..... | ..... | 1,000,000 | 1,620,000 | ..... | ..... | — | (Leased | to Northe | rn Centra | l.) | 165,000 | 5 | 50 | 56 |
| Sept. 30, 1868 | 460.0 | 96.0 | 389.6 | — | 371 | 187 | 300 | 5,856 | Erie.....New Jersey, N. York & Pa. | 56,486,606 | * | 2,276,118 | 12 506,705 | 46,302,210 | 23,398,800 | 6,745,899 | 84,707 | 816.2 | 6,882,970 | 2,194,348 | 3,908,243 | 14,376,872 | 3,244,583 | — | 100 | 24½ |
| Oct. 31, 1868 | 81.6 | 2.0 | 14.0 | — | 19 | 11 | 3 | 30 | Erie and Pittsburg.....Pennsylvania. | 2,094,388 | 806,184 | ..... | ..... | 962,900 | 2,459,132 | 62,103 | ..... | 90.6 | 400,545 | 147,041 | 434,005 | 636,916 | 245,369 | — | 50 | .... |
| Dec. 31, 1868 | 35.0 | — | 2.2 | 75.0 | — | — | — | — | European and North American ¶..Maine. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Jun. 30, 1868 | 108.0 | — | 13.5 | .... | 14 | 19 | 6 | 178 | European and N. American ¶.N. Brunsw. | 4,644,903 | * | 112,472 | 24,889 | 4,761,978 | ..... | ..... | 20,268 | 108.0 | 182,212 | 171,453 | 63,450 | 166,758 | 35,072 | — | 100 | .... |
| Aug. 30, 1868 | 109.0 | 23.0 | 10.3 | .... | 15 | 11 | 5 | 200 | Evansville and Crawfordsville...Indiana. | 2,402,734 | 358,321 | ..... | 14,334 | 1,144,010 | 1,240,000 | 52,365 | 377,044 | 132.0 | 261,697 | ..... | ..... | 453,186 | 117,920 | — | 100 | .... |
| Dec. 31, 1868 | 63.0 | — | 2.0 | 35.0 | 8 | 6 | 3 | 145 | Evansville, Henderson and Nashville.Ky. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 64.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Nov. 30, 1869 | 5.8 | — | .... | — | — | — | — | — | Fall River, Warren and Providence..R. I. | 330,089 | — | 21,759 | 208 | 150,000 | 238,450 | 17,000 | ..... | 5.8 | 10,881 | 398,465 | ..... | 29,687 | 6,815 | — | 100 | .... |
| Oct. 31, 1868 | 12.7 | — | 0.4 | — | — | — | — | — | Fayette County.....Pennsylvania. | 130,000 | — | ..... | ..... | 107,400 | ..... | ..... | ..... | — | (Leased | to Pittsbu | rg and Co | nnellsvill | e.) | 7.6 | 50 | .... |
| Nov. 30, 1869 | 51.0 | 42.8 | 80 3 | — | 32 | 40 | 11 | 521 | Fitchburg .....Massachusetts. | 3,189,851 | 350,149 | 256,425 | 306,374 | 3,540,000 | — | ..... | 547,050 | 93.8 | 614,525 | 22,134,414 | 16,941,140 | 1,290,594 | 341,880 | 8 | 100 | 136 |
| Dec. 31, 1868 | 12.0 | — | .... | — | — | — | — | — | Flemington.....New Jersey. | 375,000 | — | ..... | ..... | 150,000 | 100,000 | 125,000 | ..... | — | (Leased | to Belvide | re Delaw | are.) | | — | 100 | .... |
| Dec. 31, 1868 | 78.0 | — | 2.0 | .... | 14 | 13 | 6 | 168 | *Flint and Pere Marquette*.....Michigan. | ..... | * | ..... | ..... | 1,098,600 | 1,520,500 | ..... | ..... | 90.0 | ..... | 245,424 | 119,182 | 381,984 | 189,578 | — | 100 | .... |
| Dec. 31, 1868 | 154.0 | — | 3.5 | — | 7 | — | — | 75 | *Florida*.....Florida. | 3,000,000 | * | ..... | ..... | 3,000,000 | ..... | ..... | ..... | 154.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1868 | 45.2 | — | .... | — | 4 | — | — | 34 | *Florida and Alabama*.....Florida. | 1,300,000 | * | ..... | ..... | ..... | ..... | ..... | ..... | 12.5 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1868 | 60.0 | — | .... | — | — | — | — | — | *Florida, Atlantic and Gulf Central*.Florida. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 60.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1868 | — | — | .... | 96.0 | — | — | — | — | Ft. Wayne, Jack. & Saginaw..Ill. & Mich. | ..... | ..... | ..... | ..... | 1,000,000 | 1,500,000 | ..... | ..... | — | (In pr | ogress.) | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1868 | 11.5 | 5.5 | 1.0 | — | 2 | 3 | 9 | 12 | Freehold & Jamesburg Agricultural..N.J. | 329,305 | * | ..... | ..... | 230,845 | — | 97,000 | ..... | 17.0 | 36,930 | 67,586 | 44,055 | 53,493 | 14,361 | — | 100 | .... |
| Dec. 31, 1868 | 50.3 | 1 7 | .... | — | 7 | 8 | 2 | 91 | Galveston, Houston & Henderson. Texas. | ..... | ..... | ..... | ..... | ..... | 575,000 | ..... | ..... | 52.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Mar. 31, 1868 | 171.0 | 61.0 | .... | — | 42 | 23 | 10 | 442 | Georgia.....Georgia. | 4,156,000 | * | 1,405,820 | 308,897 | 4,156,000 | 389,500 | 194,688 | 1,130,529 | 233.0 | 657,607 | ..... | ..... | 1,003,724 | 491,889 | 6½ | 100 | 109 |
| Dec. 31, 1868 | 20.0 | — | .... | 330.0 | — | — | — | — | *Grand Rapids and Indiana*.....Indiana. | 642,000 | * | ..... | ..... | 475,000 | 167,000 | ..... | ..... | 20.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1868 | 61.0 | — | — | 30.0 | — | — | — | — | Grand River Valley.....Michigan. | ..... | ..... | ..... | ..... | 1,000,000 | 1,000,000 | ..... | ..... | 61.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1868 | 884.0 | 523.0 | .... | — | 323 | 219 | 85 | 4,094 | Grand Trunk ¶.....Canada. | 92,798,500 | * | ..... | ..... | 14,367,950 | 78,430,550 | ..... | ..... | 1,831.0 | 5,479,787 | 1,424,254 | 1,063,144 | 7,014,800 | 1,800,572 | — | 100 | .... |
| July 31, 1868 | 229.0 | 105.5 | .... | — | 99 | 125 | 30 | 1,413 | Great Western ¶.....Canada. | 25,662,970 | * | 2,095,000 | 8,490 | 17,394,695 | 8,917,940 | ..... | 608,825 | 334.5 | 2,344,814 | 732,416 | ..... | 3,792,310 | 1,781,667 | 3½ | 100 | .... |
| Sept. 30 1868 | 143.3 | 21.0 | 4.5 | — | 27 | 14 | 2 | 59 | Greenville and Columbia ¶ ...S. Carolina. | 3,081,213 | * | 80,495 | ..... | 1,510,374 | 1,737,500 | 200,000 | ..... | 164.3 | 122,712 | 39,149 | ..... | 320,138 | 128,055 | — | 100 | .... |
| Aug. 31, 1868 | 206.0 | 69.0 | 20.0 | — | 54 | 27 | 14 | 601 | *Hannibal and St. Joseph* ¶.....Missouri. | ..... | ..... | ..... | ..... | 7,600,000 | 9,760,000 | ..... | ..... | 271.0 | ..... | ..... | ..... | 2,184,167 | ..... | — | 100 | 111½ |
| Oct. 31, 1868 | 36.0 | 18.0 | 20.6 | — | — | — | — | — | Harrisburg and Lancaster..Pennsylvania. | 1,882,550 | * | ..... | ..... | 1,182,550 | 700,000 | ..... | 22,441 | — | (Leased | to Pennsy | lvania.) | 133,284 | 133,284 | 7 | 50 | 112¼ |
| Nov. 30, 1869 | 61.4 | 14.1 | 70.3 | — | 31 | 29 | ... | 518 | Hartford and New Haven....Connecticut. | 3,407,285 | * | ..... | ..... | 3,300,000 | 927,000 | ..... | ..... | 74.5 | 613,585 | 140,926 | 18,558,582 | 1,861,682 | 548,219 | 14 | 100 | 232 |
| Jan. 31, 1868 | 122.4 | — | 15.4 | 77.6 | 22 | 24 | 15 | 306 | Hartford, Prov. and Fishkill.Conn. & R. I. | 4,395,285 | 456,449 | 361,606 | ..... | 2,037,939 | 2,055,000 | ..... | ..... | 122.4 | 373,153 | 851,826 | 182,894 | 766,351 | 122,688 | — | 100 | .... |
| Dec. 31, 1868 | 74.0 | — | 8.0 | — | 12 | 14 | 6 | 253 | Housatonic .....Connecticut. | 2,105,558 | * | 285,095 | 123,332 | 2 000,000 | 291,000 | 121,023 | 101,962 | 119.8 | ..... | ..... | ..... | 581,983 | 211,545 | — | 100 | .... |
| Sept. 30, 1868 | 130.0 | — | 6.5 | .... | 15 | 9 | 7 | 200 | Houston and Texas Central ¶.....Texas. | 4,600,000 | * | ..... | ..... | 2,000,000 | 2,600,000 | 140,000 | ..... | 135.0 | ..... | ..... | ..... | 897,617 | 528,297 | — | 100 | .... |
| Dec. 31, 1868 | 50.0 | — | .... | .... | 2 | 3 | 1 | 16 | Houston Tap and Brazoria.....Texas. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 50.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Sept. 30, 1868 | 144.0 | — | 170.6 | — | 82 | 159 | 36 | 1,059 | Hudson River.....New York. | 16,669 382 | 2,516,607 | 19,484 | ..... | 13,932,700 | 6,074,960 | 1,167 | ..... | 150.0 | 1,570,180 | 2,626,303 | 716,263 | 5,674,215 | 1,780,896 | 8 | 100 | .... |
| Oct. 31, 1868 | 44.0 | 14.7 | 12.0 | — | 13 | 3 | 3 | 57 | Huntingdon and Broad Top Mt.....Penn. | 2,201,675 | * | ..... | ..... | 689,380 | 1,810,045 | ..... | ..... | 58.7 | 152,874 | 27,812 | 296,895 | 219,211 | 80,051 | — | 50 | .... |
| Dec. 31, 1868 | 703.0 | — | 100.0 | — | 177 | 100 | 41 | 4,214 | *Illinois Central*.....Illinois. | 32,785,264 | * | 9,721,836 | 1,691,280 | 25,278,710 | 8,018,170 | 10,901,508 | ..... | 970.9 | 5,414,403 | 53,306,016 | 253,336,118 | 8,823,482 | 3,652,516 | 10 | 100 | 142 |
| Dec. 31, 1868 | — | — | — | 72.0 | — | — | — | — | Indianapolis and St. Louis.....Indiana. | ..... | ..... | ..... | (Is no | w operat | ing Terre | Haute, | Alton & | St. Lo | us R. | R.) | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1868 | 159.0 | — | 18.0 | — | 54 | 51 | 16 | 900 | Indianapolis, Cin. and Lafayette.Indiana. | 8,269,134 | 1,586,339 | 4,456,485 | 106,746 | 6,185,897 | 8,232,807 | ..... | ..... | 302.5 | ..... | ..... | ..... | ..... | ..... | — | 50 | 25 |
| Dec. 31, 1868 | 75.0 | — | .... | — | 12 | 10 | 6 | 280 | Indianapolis, Peru and Chicago..Indiana. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 75.0 | 237,250 | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1868 | — | — | — | 225.0 | — | — | — | — | Iowa & Missouri State Line..Iowa & Mo. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Jan. 30, 1868 | 13.0 | — | .... | .... | 4 | 2 | — | 64 | Iron .....Ohio. | 314,897 | * | ..... | ..... | 132.411 | 35,000 | 26,399 | ..... | 13.0 | 23,000 | 31,778 | 68,378 | 64,610 | 8,944 | — | 100 | .... |
| Oct. 31, 1868 | 11.0 | — | 2.0 | — | 2 | — | — | — | Ironton.....Pennsylvania. | 250,000 | 18,000 | 300,000 | ..... | 400.000 | 150.000 | ..... | ..... | 11.0 | ..... | ..... | 129,013 | 37,322 | 2,107 | — | 50 | .... |
| Dec. 31, 1868 | 116.0 | — | 10.0 | .... | 10 | 10 | 4 | 152 | *Jackson, Lansing and Saginaw*..Michigan. | 2,598,022 | * | 15,000 | 72,030 | 515,465 | 1,895,000 | 143,196 | 131,393 | 116.0 | ..... | ..... | ..... | 391,849 | 212,727 | — | 100 | .... |
| Dec. 31, 1868 | 108.0 | 52.0 | 13.1 | — | 37 | 28 | 15 | 521 | Jeffersonville, Madison and Ind..Indiana. | 6,027,342 | * | 975,101 | 282,491 | 2,900,000 | 3,120,000 | 732,290 | 1,432,644 | 225.0 | 692,819 | ..... | ..... | 1,063,524 | 264,955 | — | 100 | 67 |
| Dec. 31, 1868 | 37.0 | — | .... | — | — | — | — | — | Joliet and Chicago.....Illinois. | 2,000,000 | — | ..... | ..... | 1,500,000 | 500,000 | ..... | ..... | — | (Leased | to Chicag | o and Alt | on.) | 152,927 | 7 | 100 | 99 |
| Dec 31, 1868 | 45.0 | — | .... | — | — | — | — | — | Joliet and Northern Indiana...Ill. & Ind. | 1,000,000 | — | ..... | ..... | 300,000 | 800,000 | ..... | ..... | — | (Leased | to Michig | an Centra | l.) | | 8 | 100 | .... |
| Oct. 31, 1868 | 4.6 | — | 4.6 | 0.8 | — | — | — | — | Junction (Phila.).....Pennsylvania. | 892,751 | — | ..... | ..... | 180,250 | 800,000 | ..... | ..... | 4.6 | 12,736 | 179,720 | 1,008,270 | 79,633 | 41,937 | — | 100 | .... |
| Dec. 31, 1868 | 99.0 | — | 11.0 | — | 18 | 12 | 6 | 276 | Kentucky Central.....Kentucky. | ..... | ..... | ..... | ..... | ..... | 1,159,000 | ..... | ..... | 99.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1868 | 25.0 | — | .... | 18.0 | 3 | 5 | 2 | 50 | Keokuk and St. Paul.....Iowa. | 750,000 | * | ..... | ..... | 250,000 | 500,000 | ..... | ..... | 25.0 | (Owned | by Chic | ago Burlin | gton & Q | uincy.) | — | 100 | .... |
| Dec. 31, 1868 | 13.0 | — | — | 53.0 | — | — | — | 8 | Knoxville and Charleston ¶...Tennessee. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 16.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1868 | 31.6 | — | 18 | 34.0 | 7 | 1 | 1 | 29 | Knoxville and Kentucky ¶....Tennessee. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 31.6 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Oct. 31, 1868 | 80.0 | — | 35.0 | — | 28 | 6 | 3 | 1,497 | Lackawanna and Bloomsburg .....Penn. | 3,231,358 | 521,772 | ..... | ..... | 1,335,000 | 2,248,000 | 68,616 | ..... | 80.0 | 582,181 | ..... | ..... | 842,567 | 302,838 | — | 50 | .... |

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

| Years ending. | Railroad. Main Line. | Branch Line. | 2d Track and Sidings. | Railroad in progress. | Rolling Stock. Engines. | Cars. Pass. | Cars. B. M. E. | Cars. Freight. | Companies. | Abstract of General Balance Sheet. Property and Assets. Railroad. | Rolling Stock. | Assets. | Accounts and Cash. | Liabilities. Stocks. | Bonds. | Accounts. | Surplus Income. | Railroad Operated. | Operations. Trains Moved. | Carried one mile. Passengers. | Freight. | Earnings. Gross. | Net. | Dividends. | Value of Shares. Par. | Market. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M. | M. | M. | M. | | | | | | $ | $ | $ | $ | $ | $ | $ | $ | M. | M. | Number. | Tons. | $ | $ | pc. | $ | p.c. |
| un. 30, 186[illegible] | 37.0 | — | 2.0 | 116.0 | 3 | 2 | 1 | 25 | Lake Erie and Louisville ....Ohio & Ind. | 1,000,000 | * | 700,000 | ..... | 1,211,700 | 500,000 | 9,000 | — | 37.0 | 29,060 | 22,757 | ..... | 46,065 | 1,076 | — | 100 | .... |
| Jun. 30, 1869 | 26.5 | — | 55.0 | — | 84 | 68 | 31 | 2,063 | Lake Shore (C. P. & A.)...Pa. and Ohio. | 4,008,536 | 986,337 | ..... | ..... | 8,947,650 | 2,500,000 | ..... | ..... | 252.1 | 2,400,864 | ..... | ..... | 5,068,618 | 1,819,046 | 7 | 100 | .... |
| Jun. 30, 1869 | 470.8 | 141.3 | 125.6 | — | 185 | 162 | 53 | 3,635 | Lake Shore and Michigan Southern..... | O. | M. I. & | Ill.(Lake | Shore | & Mich. | Southern | consolid | ated.) | 619.3 | ..... | ..... | ..... | ..... | ..... | — | 100 | 99½ |
| Oct. 31, 1868 | 105.0 | 48.0 | 16.0 | — | 53 | 13 | 8 | 3,133 | Lehigh and Susquehanna...Pennsylvania. | 10,875,097 | 2,695,500 | ..... | (See Le | high Coa | l and Na | vigation | .) | 158.0 | 918,774 | ..... | ..... | 1,027,418 | 325,468 | — | 50 | .... |
| Nov. 30, 1868 | 101.0 | 198.5 | 183.2 | — | 117 | 22 | 11 | 4,970 | Lehigh Valley.....Pennsylvania. | 13,348,779 | 4,193,059 | ..... | ..... | 16,058,150 | 3,328,500 | 963,620 | ..... | 199.5 | 1,748,791 | 11,132,673 | 28,412,376 | 4,270,650 | 1,769,356 | 10 | 50 | 111½ |
| Nov. 30, 1869 | 5.6 | — | 0.6 | — | 2 | 5 | 2 | 10 | Lexington and Arlington..Massachusetts. | 230,758 | 32,950 | 750 | ..... | 241,200 | — | 42,600 | — | 6.6 | 25,980 | 880,705 | 33,823 | 42,109 | 4,277 | — | 100 | .... |
| Dec. 31, 1869 | 12.0 | 0.8 | .... | — | 2 | 2 | — | 137 | Lexington and Big Sandy .....Kentucky. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.8 | ..... | ..... | ..... | ..... | ..... | — | ..... | .... |
| Jun. 30, 1869 | 29.0 | — | 2.7 | — | — | — | — | — | Lexington and Frankfort.....Kentucky. | 654,265 | * | 25,007 | 3,045 | 514,766 | 25,000 | 113,595 | 29,006 | — | (Operat | ed by Lou | isv., Cinc. | and Lex.) | 28,439 | 8 | 100 | 42 |
| Jun. 30, 1869 | 84.2 | — | 46.0 | — | — | — | — | — | Little Miami.....Ohio. | 8,775,757 | ..... | ..... | ..... | 3,572,400 | 1,589,000 | ..... | ..... | — | (Op | erated by | L. M. and | Col. & X | enia.) | 8 | 100 | .... |
| Jun. 30, 1869 | 15.3 | — | 1.4 | — | 45 | 40 | 24 | 723 | Little Miami and Col. & Xenia (Joint).O. | 412,580 | 951,515 | ..... | ..... | ..... | ..... | ..... | ..... | 196.2 | ..... | 29,979,606 | ..... | 1,808,814 | 157,324 | — | ..... | .... |
| Oct. 31, 1868 | 23.3 | 3.0 | 16.6 | — | — | — | — | — | Little Schuylkill .....Pennsylvania. | 1,466,283 | ..... | ..... | ..... | 2,646,100 | 807,500 | ..... | ..... | — | (Leased | to Phila. a | nd Read.) | ..... | ..... | 4 | 50 | 87½ |
| Dec. 31, 1868 | 9.0 | — | .... | — | 2 | 10 | — | — | Long Branch and Sea-Shore.New Jersey. | 182,680 | ..... | ..... | ..... | 223,440 | — | ..... | ..... | 9.0 | ..... | ..... | ..... | 55,453 | 18,371 | — | 100 | .... |
| Sept. 30, 1868 | 94.6 | 25.0 | 10.5 | — | 25 | 41 | 9 | 247 | Long Island.....New York. | 4,694,503 | 401,311 | ..... | ..... | 3,000,000 | 825,000 | 75,000 | — | 123.0 | 420,176 | 18,592,514 | 9,557,800 | 683,256 | 11,706 | — | 50 | 52½ |
| Jun. 30, 1869 | 9.4 | 81.0 | 9.2 | — | 26 | 22 | 14 | 473 | Louisville, Cincinnati and Lexington.Ky. | 4,576,896 | * | 72,825 | 33,540 | 848,315 | 2,628,000 | 1,051,519 | 155,517 | 175.0 | 315,181 | 6,705,055 | 4,381,111 | 563,872 | 162,756 | 9 | 100 | .... |
| Jun. 30, 1869 | 65.0 | — | 6.5 | — | — | — | — | — | Louisville and Frankfort.....Kentucky. | 1,532,645 | * | 85,420 | 4,080 | 1,109,594 | 262,519 | 8,776 | 241,255 | — | (Lease | ed by Lou | isv., Cinc. | and Lex.) | 74,079 | 6 | 100 | 62 |
| Jun. 30, 1868 | 185.0 | 163.2 | 33.7 | 25.8 | 66 | 45 | 23 | 745 | Louisville and Nashville...Ky. and Tenn. | 11,771,844 | * | 1,499,372 | 721,050 | 3,238,597 | 3,269,140 | 407,711 | 1,996,818 | 561.3 | 923,471 | 21,410,247 | 29,321,009 | 2,228,808 | 919,924 | 6 | 100 | 70½ |
| Nov. 30, 1869 | 12.4 | — | 2.3 | — | 2 | 3 | 1 | 20 | Lowell and Lawrence.....Massachusetts. | 332,883 | 30,275 | ..... | 3,675 | 200,000 | 67,700 | 1,523 | 2,152 | — | ..... | ..... | ..... | ..... | 21,786 | 6 | 100 | .... |
| Oct. 31, 1868 | 21.0 | — | 5.0 | — | 3 | — | 3 | — | Lykens Valley.....Pennsylvania. | 600,000 | * | ..... | ..... | 600,000 | — | ..... | ..... | — | (Leased | to Summit | Branch.) | ..... | 63,380 | 10 | 50 | .... |
| Dec. 31, 1868 | 50.0 | — | .... | 124.0 | 6 | 3 | — | 53 | Macon and Brunswick ¶.....Georgia. | 864,710 | 196,641 | ..... | ..... | 1,315,597 | 275,000 | ..... | ..... | 59.0 | ..... | ..... | (11 mos.) | 94,046 | 258 | — | 100 | .... |
| Nov. 30, 1867 | 102.5 | — | 10.0 | — | 17 | 8 | 8 | 208 | Macon and Western.....Georgia. | 1,500,000 | * | 98,501 | 103,016 | 1,500,000 | — | 46,726 | 154,791 | 102.5 | 264,015 | ..... | ..... | 484,374 | 150,219 | 11 | 100 | 135 |
| Dec. 31, 1868 | — | — | — | 300.0 | ..... | ..... | ..... | ..... | *McGregor and Sioux City*.....Iowa. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... | (In p | rogress 66 | miles.) | ..... | ..... | — | 100 | .... |
| Jun. 30, 1868 | 34.2 | — | 7.0 | — | ..... | ..... | ..... | ..... | McMinnville and Manchester.¶.Tennessee. | 825,000 | ..... | ..... | ..... | ..... | 851,360 | 138,055 | ..... | — | ..... | (In ha | nds of rec | eiver.) | ..... | — | 100 | .... |
| Oct. 31, 1868 | 12.5 | 25.1 | 38.9 | — | ..... | ..... | ..... | ..... | Mahanoy and Broad Mountain.....Penn. | 2,088,244 | ..... | ..... | ..... | 1,874,465 | 250,000 | 180,000 | ..... | — | (Leased | to Phila. a | nd Reading | g.) | ..... | — | 50 | .... |
| Dec. 31, 1868 | 109.8 | — | 8.2 | 26.0 | 14 | 21 | 7 | 273 | Maine Central ¶.....Maine. | 4,121,694 | * | 156,475 | 59,457 | 1,611,500 | 2,432,080 | 16,099 | 277,956 | 109.8 | 214,512 | ..... | ..... | 544,950 | 213,444 | — | 100 | 30 |
| Mar. 31, 1868 | 22.4 | — | .... | — | ..... | ..... | ..... | ..... | Manchester and Lawrence..N. H. & Mass | 1,000,000 | * | ..... | ..... | 1,000,000 | — | — | 46,599 | 26.0 | ..... | ..... | ..... | 142,796 | 102,550 | 10 | 100 | 134½ |
| Mar. 31, 1868 | 19.0 | — | .... | — | ..... | ..... | ..... | ..... | Manchester and North Weare..N. Hamp. | 600,000 | ..... | ..... | ..... | 200,000 | ..... | ..... | ..... | — | (Ow | ned by Co | ncord.) | ..... | ..... | — | 100 | .... |
| Dec. 31, 1868 | 190.8 | 86.0 | 22.0 | — | 52 | 21 | 13 | 645 | Marietta and Cincinnati.....Ohio. | 19,578,894 | * | 913,753 | 932,323 | 14,620,866 | 6,324,342 | 479,761 | — | 284.3 | 1,190,600 | ..... | ..... | 1,288,097 | 170,470 | — | 50 | .... |
| Dec. 31, 1868 | 32.0 | — | .... | 22.0 | ..... | ..... | ..... | ..... | Maryland and Delaware ¶...Md. and Del. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | (Operat | ed by con | tractors.) | ..... | ..... | ..... | — | 100 | .... |
| Jun. 30, 1868 | 272.0 | 19.0 | 24.2 | — | 55 | 24 | 23 | 606 | Memphis and Charles.Tenn., Miss. & Ala. | 7,661,618 | * | 1,636,709 | 578,030 | 5,312,725 | 3,888,530 | 330,286 | 344,806 | 328.0 | 751,942 | ..... | ..... | 1,174,914 | 344,806 | — | 100 | 50 |
| Jun. 30, 1868 | 82.6 | — | 6.1 | — | ..... | ..... | ..... | ..... | Memphis, Clarkesv. and Louisv. ¶..Tenn. | 3,037,069 | ..... | ..... | ..... | ..... | 2,275,356 | 310,329 | ..... | — | (Oper. b | y L.& N. | 4½ mos.) | 79,422 | Loss. | — | 100 | .... |
| Jun. 30, 1868 | 130.6 | — | 8.3 | — | ..... | ..... | ..... | ..... | Memphis and Ohio ¶.....Tennessee. | 3,500,000 | (Oper. | by L. & | Nashv.) | 1,074,289 | 2,925,110 | 463,538 | ..... | 130.6 | 313,874 | ..... | ..... | 514,376 | 64,343 | — | 100 | .... |
| May 31, 1869 | 284.8 | — | 39.1 | — | 100 | 85 | 27 | 1,809 | Michigan Central.....Mich., Ind. & Ill. | 15,951,936 | * | 847,814 | 351,871 | 11,197,348 | 5,153,489 | 752 | 800,034 | 329.2 | 2,394,934 | ..... | ..... | 4,716,298 | 1,681,848 | 10 | 100 | 123½ |
| Feb. 28, 1869 | 468.4 | 48.6 | 70.6 | — | 101 | 94 | 22 | 1,576 | Mich. South. and North. Ind.O., M., I. & I. | 17,840,227 | 3,058,607 | 587,027 | 627,192 | 12,125,600 | 8,876,580 | 247,141 | 863,732 | 595.5 | 2,667,191 | 65,165,897 | 126,931,971 | 5,024,108 | 2,046,036 | 8 | 100 | .... |
| Sept 30, 1868 | 13.0 | — | 1.0 | — | ..... | ..... | ..... | ..... | Middletown, Union and Water Gap.N.Y. | 344,870 | ..... | ..... | ..... | 108,502 | 212,300 | 38,886 | ..... | — | (Oper. | by Erie 5 | mos.) | 11,263 | 461 | — | 100 | .... |
| Dec. 31, 1868 | 6.6 | — | .... | — | ..... | ..... | ..... | ..... | Millstone and New Brunswick.N. Jersey. | 109,918 | ..... | ..... | ..... | 95,750 | — | 14,168 | ..... | 6.6 | ..... | ..... | ..... | 14,660 | 3,547 | — | 100 | .... |
| Dec. 31, 1869 | 196.0 | 740.0 | .... | — | 124 | 73 | 41 | 2,229 | Milwaukee and St. Paul .....Wisconsin. | 35,370,772 | * | ..... | ..... | 17,409,372 | 17,132,500 | ..... | ..... | 936.0 | ..... | ..... | ..... | 7,250,668 | 3,020,786 | 14s | 100 | 65½ |
| Oct. 31, 1868 | 24.5 | 58.8 | 52.3 | — | 33 | — | — | 98 | Mine Hill and Schuylkill Haven....Penn. | 3,775,000 | * | ..... | ..... | 3,775,000 | — | ..... | ..... | — | (Leased | to Phila. a | nd Readin | g.) | 302,048 | 8 | 50 | 107½ |
| Dec. 31, 1868 | 33.0 | 10.0 | 1.0 | — | 4 | 3 | 2 | 40 | Mineral Point.....Wisconsin. | 1,250,000 | * | ..... | ..... | 1,200,000 | 320,000 | ..... | ..... | 43.0 | ..... | ..... | ..... | 102,119 | ..... | — | 100 | .... |
| Aug. 31, 1868 | 236.0 | — | 13.0 | — | 26 | 17 | 9 | 257 | Mississ. Cent. and Tenn. ¶.Miss. & Tenn. | 6,796,319 | 778,381 | ..... | ..... | 2,944,756 | 4,550,980 | ..... | ..... | 236.0 | 367,976 | ..... | ..... | 729,355 | 114,348 | — | 100 | 9 |
| Sept. 30, 1868 | 99.2 | — | 4.7 | — | 14 | 10 | 4 | 93 | Mississippi and Tennessee ¶.Miss. & Tenn. | 2,011,197 | 185,833 | 240,857 | ..... | 825,407 | 2,005,800 | 505,792 | 150,334 | 99.2 | 172,210 | ..... | ..... | 293,171 | 116,844 | — | 100 | .... |
| May 31, 1868 | 63.5 | — | 4.0 | 164.5 | 6 | 4 | 2 | 67 | *Mobile and Girard*.....Alabama. | 1,620,978 | * | ..... | ..... | 1,220,034 | 417,500 | 15,590 | ..... | 63.5 | ..... | ..... | ..... | 149,876 | 39,606 | — | 100 | .... |
| Dec. 31, 1868 | 472.0 | 14.5 | .... | — | 71 | 32 | 10 | 945 | *Mobile and Ohio*..Ala., Miss., Tenn. & Ky. | 17,150,167 | * | 213,392 | 13,469 | 4,332,634 | 8,165,239 | 1,164,706 | 5,510,665 | 486.5 | 1,070,496 | ..... | ..... | 1,850,601 | 600,049 | — | 100 | .... |
| Jan. 31, 1868 | 22.0 | — | 1.3 | 58.0 | 3 | 2 | — | 24 | Montgomery and Eufala.....Alabama. | 641,785 | 73,990 | 6,633 | 44,459 | 384,738 | 129,000 | 236,828 | 15,301 | 22.0 | ..... | ..... | (9 mos.) | 17,921 | 15,302 | — | 100 | .... |
| Feb. 29, 1868 | 88.5 | 28.4 | .... | 97.2 | 21 | 13 | 8 | 163 | Montgomery and West Point ..Alabama. | 2,444,766 | 350,667 | 288,652 | 33,477 | 1,644,224 | 1,183,900 | 289,438 | ..... | 116.9 | 172,918 | ..... | ..... | 411,714 | 143,722 | — | 100 | 32 |
| Dec. 31, 1868 | 84.0 | 5.0 | 63.7 | — | 55 | 62 | 11 | 1,509 | Morris and Essex .....New Jersey. | 9,576,875 | * | ..... | ..... | 4,823,500 | 8,500,500 | 1,076,375 | ..... | 89.0 | ..... | ..... | ..... | 1,539,009 | 382,416 | 7 | 100 | 92½ |
| Nov. 30, 1869 | 14.6 | — | 3.0 | — | 13 | 15 | 8 | 240 | Nashua and Lowell....N. Hamp. & Mass. | 624,300 | 113,406 | ..... | 89,375 | 720,000 | — | 15,000 | 89,375 | 28.7 | 236,052 | 8,350,778 | 5,539,930 | 472,574 | 93,814 | 10 | 100 | 140½ |
| Jun. 30, 1868 | 151.0 | 22.0 | 10.0 | — | 51 | 18 | 4 | 548 | Nashville and Chattanooga ¶..Tennessee. | 3,828,580 | * | ..... | ..... | 1,976,434 | 1,964,000 | ..... | ..... | 173.0 | ..... | ..... | ..... | 960,489 | 283,015 | — | 100 | .... |
| Sept. 30, 1868 | 120.0 | 12.5 | 8.0 | — | 23 | 9 | 4 | 172 | Nashville and Decatur ¶...Tenn. and Ala. | 3,612,351 | 437,283 | 1,603,962 | 12,363 | 1,501,244 | 3,217,301 | 712,158 | 230,254 | 132.5 | 322,136 | ..... | ..... | 444,162 | 125,023 | — | 100 | .... |
| Dec. 31, 1868 | 172.5 | — | 4.7 | — | 20 | 4 | 2 | 193 | Nashville and Northwestern¶.Tenn. & Ky. | 4,600,155 | * | ..... | ..... | 1,157,736 | 3,464,050 | ..... | ..... | — | (Operat | ed by Lou | isville & N | ashville.) | ..... | — | 100 | .... |
| Dec. 31, 1868 | 57.0 | .... | 8.4 | — | 10 | 11 | 4 | 215 | Naugatuck .....Connecticut. | 2,026,700 | * | 87,238 | ..... | 1,818,900 | 166,000 | 30,270 | 242,152 | 57.0 | ..... | ..... | ..... | 512,313 | 171,453 | 4 | 100 | 117½ |
| Nov. 30, 1869 | 20.1 | 1.6 | 1.4 | — | 6 | 12 | 7 | 91 | New Bedford and Taunton.....Mass. | 452,982 | 47,018 | 6,095 | 8,996 | 500,000 | 172,500 | — | 119,163 | 21.7 | 74,993 | 3,408,946 | 770,715 | 204,930 | 56,206 | 8 | 100 | 104 |
| Dec. 31, 1868 | 88.0 | 30.0 | 12.1 | — | 9 | 8 | 8 | 184 | New Brunswick and Canada ¶ .N. Bruns. | 2,500,000 | * | ..... | ..... | ..... | 927,000 | ..... | ..... | 118.0 | 825,488 | 933,063 | 4,334,936 | 103,348 | 40,232 | — | 100 | .... |
| Oct. 31, 1868 | 14.9 | — | 2.6 | — | ..... | ..... | ..... | ..... | Newcastle and Beaver Valley.....Penn. | 421,007 | 4,000 | ..... | ..... | 266,667 | 154,500 | 3,000 | ..... | — | (Leased | to Pbg F. | Wayne & | Chicago.) | ..... | 12 | 100 | .... |
| Oct. 31, 1868 | 6.0 | — | .... | — | ..... | ..... | ..... | ..... | Newcastle and Frenchtown....Delaware. | 680,824 | * | 68,642 | ..... | 744,520 | — | ..... | ..... | 6.0 | (Owned | & oper. b | y Phil., W | . and B.) | 13,294 | — | 50 | .... |
| Nov. 30, 1869 | 83.9 | 16.2 | 6.0 | — | 14 | 15 | 5 | 195 | New Haven and Northamp.Conn. & Mass. | 3,399,577 | * | ..... | ..... | 1,500,000 | 1,000,000 | 259,431 | ..... | 98.0 | 141,306 | 2,428,898 | 3,122,943 | 245,796 | 88,906 | — | 100 | .... |
| Dec. 31, 1868 | 33.9 | .... | — | — | 37 | 70 | 15 | 231 | New Jersey.....New Jersey. | 7,341,278 | * | ..... | ..... | 6,250,000 | 850,000 | ..... | ..... | 47.5 | (In | cluded in | United Co | mpanies) | ..... | 10 | 100 | 122 |
| Nov. 30, 1869 | 100.0 | — | 10.0 | — | 15 | 13 | 8 | 219 | New London Northern..Conn. and Mass. | 1,486,023 | * | 23,641 | 5,500 | 1,003,500 | 651,500 | 37,500 | ..... | 100.0 | 321,738 | 5,741,442 | 6,008,886 | 419,620 | 80,210 | 4 | 100 | .... |
| Nov. 30, 1868 | 206.0 | — | .... | — | 25 | 26 | 6 | 463 | N. Orleans, Jack. and Gt. North.¶.L. & M. | 7,912,607 | * | ..... | ..... | 4,742,158 | 3,897,000 | ..... | ..... | 206.0 | ..... | ..... | ..... | 1,242,660 | 539,493 | — | 100 | 5½ |
| Dec. 31, 1868 | 62.0 | — | .... | — | 5 | 4 | — | 31 | New Orleans and Ohio.....Kentucky. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 62.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec 31, 1868 | 80.2 | 2.8 | 9.6 | 238.0 | 10 | 9 | 2 | 137 | *N. Orleans, Opelousas & Gt. Western* ¶.La. | ..... | ..... | ..... | ..... | 4,093,425 | 1,882,600 | 642,107 | ..... | 80.2 | 137,698 | 2,999,132 | ..... | 378,198 | 118,326 | — | 100 | 46 |
| Sept. 30, 1868 | 297.7 | 296.0 | 455.4 | * | 292 | 297 | 95 | 5,468 | New York Central .....New York. | 36,607,697 | * | 8,402,473 | 2,926,844 | 28,780,000 | 11,458,904 | 1,067,193 | 6,030,913 | 692.2 | 6,212,439 | 201,629,512 | 366,199,679 | 14,381,303 | 5,143,140 | 8 | 100 | .... |
| Sept. 30, 1868 | 8.0 | — | 1.0 | — | 3 | 8 | 3 | 1 | New York and Flushing..... | 245,000 | * | ..... | ..... | 120,000 | 125,000 | ..... | ..... | 8.0 | 52,224 | 3,963,000 | ..... | 114,558 | ..... | — | 100 | .... |
| Sept. 30, 1868 | 5.1 | — | .... | 34.7 | ..... | ..... | ..... | ..... | N. Y., Housatonic & North.N.Y. & Conn. | 248,304 | * | ..... | ..... | 197,800 | — | 53,952 | ..... | — | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Sept. 30, 1868 | 130.7 | 2.1 | 45.5 | — | 41 | 81 | 40 | 723 | New York and Harlem.....New York. | 11,395,195 | 1,702,855 | ..... | ..... | 7,000,000 | 5,086,325 | 34,500 | ..... | 132.9 | 746,220 | 29,632,027 | 15,852,537 | 2,756,232 | 983,545 | 8 | 100 | 142½ |
| Mar. 31, 1869 | 62.3 | — | 63.8 | — | 37 | 88 | 24 | 450 | New York and New Haven.N.Y. & Conn. | 6,143,480 | 900,000 | 1,087,117 | 114,677 | 6,000,000 | 1,061,500 | 300,246 | 883,528 | 62.2 | 838,173 | 69,247,430 | 6,786,230 | 2,163,875 | 840,929 | 10 | 100 | 151 |
| Sept. 30, 1868 | — | — | — | 24.0 | ..... | ..... | ..... | ..... | New York and Oswego Midland....N.Y. | ..... | ..... | ..... | ..... | 454,309 | ..... | ..... | ..... | — | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Aug. 31, 1868 | 62.0 | 13.0 | .... | — | 16 | 17 | 5 | 128 | N. Y., Providence and Boston..C. & R. I. | 2,568,000 | * | 518,650 | ..... | 2,000,000 | 600,000 | ..... | ..... | 62.0 | ..... | ..... | ..... | 463,464 | 361,017 | — | 100 | 87 |
| Sept. 30, 1868 | 98.5 | — | 3.7 | — | ..... | ..... | ..... | ..... | Niagara Bridge and Canandaigua.N. York. | 1,000,000 | ..... | ..... | ..... | 1,000,000 | ..... | ..... | ..... | — | (Leased | to New Y | ork Centr | al.) | 60,000 | 6 | 100 | .... |
| Sept. 30, 1868 | 81.0 | 4.0 | .... | — | 7 | 13 | 2 | 71 | Norfolk and Petersburg ¶.....Virginia. | 2,399,180 | * | ..... | ..... | 1,798,800 | 599,091 | 217,863 | ..... | 81.0 | 159,745 | 1,070,085 | 4,906,461 | 240,628 | 61,130 | — | 100 | 80 |
| May 31 1868 | 223.0 | 8.9 | .... | — | 24 | 18 | 13 | 315 | North Carolina ¶.....North Carolina. | 4,950,606 | * | 294,611 | 67 653 | 4,000,000 | 433,000 | 147,045 | 732,835 | — | ..... | ..... | ..... | 533,859 | 25,323 | — | 100 | .... |
| Feb. 28 1869 | 102.0 | — | .... | — | 12 | 12 | 5 | 110 | North-Eastern ¶ .....South Carolina. | 2,148,131 | * | 26,175 | 23,701 | 1,053,950 | 845,000 | 276,937 | 23,120 | 102.0 | ..... | ..... | ..... | 254,164 | 108,725 | — | 100 | .... |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dec. 31, 1868 | 72.0 | | 5.0 | 118.0 | | | | | North Louisiana and Texas.........La. | | | | (In progress.) | | | | | | | | | | | | 100 | |
| Dec. 31, 1868 | 233.3 | 147.8 | | | 50 | 20 | 11 | 732 | North Missouri ¶........Missouri. | 17,750,000 | * | | | 7,500,000 | 10,000,000 | 250,000 | | 422.8 | | | | 1,296,961 | 301,779 | | | 85 |
| Oct. 31, 1868 | 55.3 | 12.0 | 22.5 | | 26 | 27 | 15 | 540 | North Pennsylvania........Pennsylvania. | 5,895,759 | 799,232 | 721,132 | | 3,150,000 | 3,463,839 | | | 67.3 | 421,267 | | | 1,015,394 | 388,240 | 5s | 50 | 76 |
| Dec. 31, 1868 | 94.8 | 2.5 | 17.6 | | 18 | 19 | 10 | 419 | Northern..................Canada. | | | | | | | | | 96.8 | | 4,738,284 | 13,598,080 | 561,370 | 128,943 | | 100 | |
| Dec. 31, 1869 | 138.0 | 4.0 | 101.3 | | 130 | 67 | 38 | 5,461 | Northern Central ¶........Md. and Penn. | 10,566,586 | 2,989,134 | 1,384,068 | 368,849 | 5,000,000 | 7,005,500 | 1,976,051 | 957,638 | 330.0 | 3,369,326 | | | 4,303,783 | 983,763 | 6 | 50 | 90 |
| Mar. 31, 1868 | 69.0 | 13.0 | | | 24 | 16 | 8 | 468 | Northern New Hampshire..New Hamp. | 3,068,400 | * | 200,701 | 383,362 | 3,068,400 | 125,908 | 146,259 | 311,904 | 82.0 | 371,630 | 5,688,452 | 15,270,340 | 625,318 | 219,285 | 8 | 100 | 120 |
| Sept 30, 1868 | 21.3 | | 4.5 | | 6 | 17 | 6 | 32 | Northern New Jersey.....N. J. and N. Y. | 524,226 | * | | | 159,400 | 400,000 | 47,373 | | 35.3 | 129,710 | 5,306,825 | 541,215 | 279,360 | 89,692 | | 100 | |
| Nov. 30, 1868 | 59.4 | 7.0 | 12.0 | | 21 | 22 | | 542 | Norwich and Worcester ¶.Conn. & Mass. | 2,463,938 | 149,711 | 850,598 | 213,074 | 2,363,700 | 754,000 | 49,920 | 241,530 | 66.4 | 413,172 | 7,812,851 | 11,065,863 | 741,607 | 171,957 | 8 | 100 | 106½ |
| Jun. 30, 1868 | 113.0 | 32.0 | 14.0 | | 91 | 21 | 5 | 293 | Nova Scotia ¶............Nova Scotia. | 6,435,167 | * | | (Owned by Nova Scotia.) | | | | | 145.0 | 279,621 | | 3,345,141 | 253,994 | | | | |
| Sept. 30, 1868 | 118.4 | 4.0 | 18.0 | | 31 | 16 | 7 | 82 | Ogdensburg and Lake Champlain...N. Y. | 5,399,872 | 1,400,963 | | | 4,417,500 | 938,100 | 83,148 | | 122.0 | 496,536 | 5,029,543 | 29,565,222 | 898,981 | 301,742 | 4 | 100 | 84½ |
| Dec. 31, 1868 | 340.0 | | | | 79 | 39 | 22 | 1,078 | Ohio and Mississippi....Ohio, Ind. & Ill. | 27,846,336 | * | | | 23,354,125 | 4,964,000 | | | 340.0 | | 30,256,534 | | 2,964,041 | 663,427 | | 100 | 37½ |
| Oct. 31, 1868 | 96.0 | 3.5 | 18.5 | | 28 | 18 | 4 | 293 | Oil Creek and Allegheny River.....Penn. | 6,742,065 | 807,721 | | | 4,259,450 | 3,170,000 | | 173,897 | 101.5 | 248,880 | | | 1,197,090 | 653,185 | | 50 | 84½ |
| Nov. 31, 1869 | 130.5 | 12.2 | 43.9 | | 38 | 70 | 15 | 395 | Old Colony and Newport..Massachusetts. | 7,203,195 | 656,816 | 202,500 | 137,310 | 4,943,420 | 2,971,000 | 61,000 | 294,109 | 142.7 | 909,847 | 41,484,089 | 10,810,178 | 1,552,525 | 588,138 | 6 | 100 | 100 |
| Sept. 30, 1868 | 259.8 | 9.9 | 9.0 | | 27 | 15 | 11 | 281 | Orange, Alex. and Manassas Gap ¶....Va. | 8,500,000 | 620,000 | 1,596,145 | 82,187 | 2,104,057 | 3,940,187 | 976,444 | | 291.7 | 431,570 | 9,455,121 | 8,003,342 | 287,728 | 279,957 | | 100 | 72 |
| Dec. 31, 1868 | 5.0 | 4.0 | | | | | | | Orange and Newark..........New Jersey. | 618,549 | 63,889 | | 13,612 | 289,550 | 380,000 | 26,500 | | 9.0 | | | | 147,327 | 24,479 | | 100 | |
| Sept. 30, 1868 | 28.6 | | 3.2 | | | | | | Oswego and Rome...........New York. | 925,799 | * | | | 222,987 | 717,000 | 2,387 | | | | | | 111,196 | 56,811 | | 100 | |
| Sept. 30, 1868 | 36.3 | | 41.1 | | 6 | 10 | 4 | 63 | Oswego and Syracuse........New York. | 1,256,568 | 142,186 | | | 482,400 | 573,500 | 4,000 | 55,341 | 36.3 | 106,764 | 4,002,893 | 2,350,471 | 269,031 | 91,161 | 8 | 100 | |
| Feb. 29, 1868 | 283.0 | | | | 52 | 48 | 26 | 705 | *Pacific* ¶..................Missouri. | 11,646,888 | 2,260,241 | | 33,598 | 3,340,024 | 7,550,375 | | 1,560,756 | 285.0 | 1,594,535 | | | 3,086,592 | 1,064,338 | | 100 | |
| Dec. 31, 1869 | 47.6 | | | | 15 | 23 | | 131 | Panama.................New Granada. | 8,000,000 | | | | 7,000,000 | 1,192,000 | | | 47.6 | | | | | | 24 | 100 | 154 |
| Dec. 31, 1868 | 14.5 | | 14.5 | | | | | | Paterson and Hudson........New Jersey. | 630,000 | | | | 630,000 | | | | | (Leased to Erie.) | | | | 53,400 | 8 | 100 | |
| Dec. 31, 1868 | 12.0 | | | | | | | | Paterson and Newark........New Jersey. | 10,000,000 | | | | 5,000,000 | 500,000 | | | | (Leased to Erie) | | | | | | 100 | |
| Dec. 31, 1868 | 15.1 | | | | | | | | Paterson and Ramapo........New Jersey. | 350,000 | | | | 284,500 | 85,000 | | | | (Leased to Erie.) | | | | 26,500 | 5 | 100 | |
| Dec. 31, 1868 | 22.0 | | | | | | | | Pemberton and Hightstown.......Penn. | 533,786 | | | | 339,650 | 160,000 | | | | | (Leased to Camden and Amboy.) | | | | | 100 | |
| Dec. 31, 1868 | 330.0 | 36.5 | 486.6 | | 434 | 325 | | 6,885 | Pennsylvania..............Pennsylvania. | 25,284,683 | 4,476,850 | 15,309,956 | 9,072,256 | 27,040,762 | 21,266,132 | 3,361,368 | 2,475,483 | 929.7 | 8,603,328 | 133,174,706 | 70,830,225 | 17,233,497 | 5,372,513 | 6 | 50 | 112 |
| Oct. 31, 1868 | 47.0 | 15.9 | 53.0 | | 23 | 4 | | 1,050 | Pennsylvania Coal.........Pennsylvania. | 2,000,000 | * | 2,172,500 | | 3,200,000 | 597,500 | 375,000 | | 47.0 | | | | | | 20 | 50 | 235 |
| Dec. 31, 1868 | 46.0 | | | | | | | | Peoria and Bureau Valley.........Illinois. | 1,800,000 | | | | 1,200,000 | 600,000 | | | | (Leased to Chic. R. I. and Pacific.) | | | | 125,000 | 8 | 100 | |
| Jun. 30, 1869 | 86.0 | | | | 7 | 7 | 6 | 100 | Peoria, Pekin and Jacksonville....Illinois. | 2,000,000 | * | | | 1,000,000 | 1,000,000 | | | | | | | | | | 100 | |
| Dec. 31, 1868 | 61.0 | 21.3 | 4.7 | | 12 | 9 | 5 | 90 | Petersburg ¶..................Virginia. | 1,550,337 | * | | | 1,323,200 | 67,926 | 154,299 | | 82.3 | | | | 212,892 | 93,883 | | 100 | |
| Oct. 31, 1868 | 39.0 | | | 51.0 | 4 | 4 | 2 | 63 | Philadelphia and Balt. Cent..Penn. & Md. | 1,336,551 | * | | | 218,000 | 800,000 | 212,500 | | 39.0 | 87,111 | | | 156,746 | 19,424 | | 50 | |
| Oct. 31, 1868 | 287.5 | | 75.9 | | 95 | 42 | 18 | 1,346 | Philadelphia and Erie ¶....Pennsylvania. | 19,350,998 | * | | | 6,004,200 | 13,000,000 | 328,633 | | 287.5 | | | | 2,804,250 | | | 50 | 56½ |
| Oct. 31, 1868 | 17.1 | 3.1 | 20.2 | | 22 | 44 | 7 | 144 | Phila., Germantown and Norristown..Pa. | 1,139,079 | 352,380 | | | 1,587,700 | 63,950 | | | 24.3 | 342,775 | | | 642,639 | 295,901 | 10 | 50 | 162 |
| Nov. 30, 1868 | 93.0 | 54.0 | 275.7 | | 268 | 84 | 35 | 8,315 | Philadelphia and Reading..Pennsylvania. | 11,601,421 | 3,765,774 | 5,310,519 | 2,525,128 | 26,301,352 | 7,030,220 | | 1,921,976 | 806.7 | 4,500,135 | | | 8,791,937 | 3,150,837 | 10 | 50 | 102½ |
| Oct. 31, 1868 | 26.5 | | 32.2 | | | | | | Philadelphia and Trenton..Pennsylvania. | 1,379,164 | | 329,063 | | 1,259,120 | | | | 26.5 | | | | 995,196 | 290,585 | 10 | 100 | 118 |
| Oct. 31, 1868 | 100.0 | 3.8 | 106.4 | | 59 | 91 | 42 | 951 | Philadelphia, Wilm. and Baltimore.Penn. | 10,311,197 | * | 1,803,408 | 844,099 | 9,084,300 | 2,935,000 | 514,390 | 1,101,105 | 103.8 | 897,200 | | | 2,393,897 | 905,891 | 8 | 50 | 109 |
| Jun. 30, 1868 | 193.0 | 7.5 | 20.0 | | 72 | 31 | 15 | 781 | Pbg, Cin. & St. Louis.Pa. & W. Va. Ohio. | 13,758,000 | * | | | 5,000,000 | 4,008,000 | 4,750,000 | | 222.5 | 1,568,097 | | | 2,338,531 | 646,465 | | 50 | |
| Oct. 31, 1868 | 58.4 | 1.1 | 17.4 | 90.6 | 14 | 13 | 4 | 76 | Pittsburg and Connellsville ¶......Penn. | 4,103,728 | * | | | 1,794,592 | 5,500,000 | 77,592 | 919,106 | 72.2 | 358,738 | 4,481,033 | 12,592,663 | 508,626 | 181,065 | | 50 | |
| Dec. 31, 1868 | 468.3 | | 131.5 | | 204 | 120 | 54 | 2,881 | Pittsburg, Ft. W. and Chic..P., O., I. & I. | 23,400,985 | * | 2,209,316 | 1,278,774 | 11,500,000 | 12,562,000 | 878,342 | 1,945,733 | 468.3 | 5,420,499 | 87,864,643 | 307,443,978 | 8,041,181 | 3,039,070 | 10 | 100 | |
| Nov. 30, 1869 | 18.7 | | 1.4 | | | | | | Pittsfield and North Adams.........Mass. | 432,431 | 11,247 | | | 450,000 | | | | | | | | | 27,450 | 6 | 100 | 85½ |
| Sept. 30, 1868 | 23.0 | | | | 3 | 2 | 1 | 30 | Plattsburg and Montreal......New York. | | | (In hands of Receiver.) | | | | | | 23.0 | 34,971 | | | 60,642 | 5,313 | | 100 | |
| Dec. 31, 1868 | 63.0 | 9.0 | 7.0 | | 17 | 20 | 12 | 220 | Portland and Kennebec..............Maine. | 2,000,000 | * | | | 783,500 | 1,232,760 | 4,510 | | 109.0 | 373,501 | 7,127,219 | | 605,543 | 214,214 | 6 | 100 | |
| May 31, 1868 | 51.3 | | 5.5 | | 16 | 4 | | 156 | Portland, Saco and Portsmouth....Maine. | 1,360,184 | * | 445,282 | 100,923 | 1,500,000 | | 399,709 | 6,680 | 51.3 | 258,977 | | | 518,592 | 130,420 | 6 | 100 | 105½ |
| Mar. 31, 1868 | 50.0 | | | | | | | | Portsmouth and Concord .N. Hampshire. | 350,000 | | | | 350,000 | | | | | (Leased to Concord.) | | | | 24,500 | 7 | 100 | |
| Mar. 31, 1868 | 26.0 | | | | | | | | Portsmouth, Gt. Falls and Conway.N. H. | 370,000 | | | | 170,000 | 200,000 | | | | (Leased to Eastern.) | | | 77,755 | 24,737 | | 100 | |
| Nov. 30, 1868 | 14.5 | | | | 3 | 5 | 2 | 25 | Providence, Warren and Bristol.R. I. & M. | 485,813 | * | | | 437,917 | 150,000 | | | 14.5 | 50,896 | | | 112,572 | 21,541 | | 100 | |
| Nov. 30, 1869 | 43.4 | 1.0 | 12.0 | | 21 | 24 | 5 | 812 | Providence and Worcester..R. I. & Mass. | 1,558,297 | 475,576 | | 49,772 | 2,000,000 | | 55,000 | 28,544 | 47.3 | 408,165 | 12,258,435 | 12,300,450 | 793,301 | 205,118 | 8 | 100 | 138½ |
| Dec. 31, 1868 | 97.0 | | | | | | | | Raleigh and Gaston ¶......North Carolina. | | | | | | | | | | | | | | | | 100 | |
| Dec. 31, 1868 | 73.8 | 8.5 | | | | | | | Raritan and Delaware Bay...New Jersey. | 4,098,592 | * | | | 2,530,700 | 1,524,800 | 1,226,390 | | 92.3 | | | | 254,899 | 30,667 | | 100 | |
| Oct. 31, 1868 | 40.0 | 8.0 | 2.0 | | 8 | 7 | 1 | 37 | Reading and Columbia.....Pennsylvania. | 1,914,482 | 219,883 | 11,791 | | 505,848 | 1,000,000 | | | | 159,744 | | | 178,456 | 26,995 | | 50 | |
| Sept. 30, 1868 | 175.0 | | 12.0 | | 38 | 48 | 17 | 544 | Rensselaer and Saratoga.....N. Y. & Vt. | 4,732,884 | 811,575 | | | 3,000,000 | 1,500,000 | | | 175.0 | 555,727 | 15,355,890 | 28,253,882 | 1,514,870 | 506,010 | 6½ | 100 | 93 |
| Sept. 30, 1868 | 140.5 | 1.5 | 11.3 | | 24 | 18 | 6 | 261 | Richmond and Danville ¶.........Virginia. | 9,929,000 | * | | 81,308 | 4,000,000 | 2,719,000 | 288,439 | | 190.2 | 284,520 | 4,086,393 | 6,123,789 | 574,020 | 219,091 | | 100 | |
| Sept. 30, 1868 | 75.5 | | 5.0 | | 12 | 10 | 14 | 72 | Richmond, Fredrick and Potomac ¶..Va. | 2,297,932 | * | 126,236 | 5,628 | 1,320,576 | 580,776 | 38,034 | 490,409 | 75.5 | 181,552 | 4,044,544 | 657,882 | 296,726 | 101,742 | | 100 | |
| Sept. 30, 1868 | 22.1 | 2.7 | | | 6 | 10 | 5 | 131 | Richmond and Petersburg ¶.....Virginia. | 978,073 | * | | 46,313 | 847,100 | 319,000 | 25,288 | 22,589 | 46.2 | 81,172 | 1,154,190 | 1,027,073 | 146,985 | 58,728 | | 100 | |
| Sept. 30, 1868 | 38.3 | | | | | | | | Richmond and York River ¶....Virginia. | 6,250,000 | * | | | 650,000 | 600,000 | | | | | (Not in operation.) | | | | | 100 | |
| Sept. 30, 1868 | 22.0 | | | 31.0 | | | | | Roanoke Valley........Va. & N. Carolina. | 482,612 | * | | | 427,402 | | | | 22.0 | | | | | | | 100 | |
| Dec. 31, 1868 | 12.0 | | | 78.0 | | | | | Rock Island and Peoria..........Illinois. | | | | | 1,080,000 | 1,384,000 | | | 12.0 | | (Under construction.) | | | | | 100 | |
| Dec. 31, 1868 | 141.1 | 48.5 | 20.8 | | 38 | 28 | 13 | 592 | Rome, Watertown and Ogdensburg.N. Y. | 4,362,526 | * | 376,096 | 101,016 | 2,500,000 | 2,000,000 | 10,183 | 642,054 | 218.2 | | | | 1,208,941 | 429,856 | 10 | 100 | 113 |
| Dec. 31, 1868 | 119.0 | | | | 39 | 31 | 12 | 739 | Rutland.........................Vermont. | 6,500,000 | | | | | | | | 166.3 | 694,409 | 4,069,421 | 11,712,202 | 998,239 | | | 100 | 20 |
| Dec. 31, 1868 | 175.0 | | | | | | | | St. Joseph and Council Bluffs...Missouri. | 4,150,000 | * | | | 2,100,000 | 2,050,000 | | | | | (About $50,000 a month.) | | | | | 100 | 72½ |
| Dec. 31, 1868 | 132.0 | 34.0 | | | | | | | St. Louis, Alton and Terre Haute.Illinois. | 10,700,000 | * | | | 4,340,000 | 6,700,000 | | | 132.0 | | (Leased to Ind. & St. Louis.) | | | 517,941 | | 100 | 36½ |
| Dec. 31, 1868 | 196.0 | 15.0 | 15.0 | | 32 | 10 | 3 | 207 | *St. Louis and Iron Mountain* ¶...Missouri. | 14,000,000 | | | | 10,000,000 | 4,000,000 | | | 120.0 | | | | 612,000 | 171,000 | | 100 | 44 |
| Dec. 31, 1868 | 151.0 | | | | | | | | St. Louis, Jacksonville and Chicago...Ill. | | | | | | 2,725,000 | | | | (Leased to Chi. & Alton.) | | | 240,000 | | | 100 | |
| Dec. 31, 1868 | 68.7 | 8.2 | | | | | | | St. Louis and St Joseph...............Mo. | | | | | 2,000,000 | 1,000,030 | | | | | (Under construction.) | | | | | 100 | |
| Dec. 31, 1869 | 65.2 | | | | 95 | | | | St. Louis, Vandalia & Terre Haute....Ill. | | | | | | | | | | | (Under construction.) | | | | | 100 | |
| May 31, 1869 | 80.0 | | | | 7 | 7 | 3 | 50 | *St. Paul and Pacific* (1st Div.).Minnesota. | 3,500,000 | * | | | | 2,020,000 | | | 80.0 | | | | 209,534 | 87,404 | | 100 | |
| Dec. 31, 1868 | 86.0 | | | 200.0 | 7 | 4 | 5 | 111 | St. Paul and Sioux City..............Minn. | 2,342,129 | * | 99,044 | 14,200 | 1,993,075 | 100,000 | 233,656 | 5,791 | 86.0 | 142,341 | 1,791,700 | | 232,950 | 100,415 | | 100 | |
| Nov. 30, 1867 | 16.0 | | | | | | | | Salem..........................New Jersey. | 278,328 | * | | | 180,550 | 100,000 | | | | (Leased to West Jersey.) | | | | 16,533 | 6 | 50 | |
| Nov. 30, 1869 | 16.9 | | 2.6 | | | | | | Salem and Lowell ........Massachusetts. | 386,425 | 82,542 | | 1,590 | 243,305 | 226,900 | 353 | 91 | | | | | | 17,500 | 1½ | 100 | |
| Dec. 31, 1868 | 116.3 | | 10.0 | | 10 | 11 | 4 | 199 | Sandusky, Mansfield and Newark ..Ohio. | 3,050,235 | * | | | 900,235 | 2,150,000 | 50,000 | | 116.3 | 240,299 | | | 416,916 | 106,052 | | 100 | |
| Oct. 31, 1868 | 54.0 | | 7.0 | | 7 | 1 | 3 | 95 | Schuylkill and Susquehanna .......Penn. | 1,299,845 | * | | | 1,269,150 | 97,000 | 148,578 | | 54.0 | 152,360 | | | 167,518 | 344 | | 50 | |
| Oct. 31, 1868 | 9.2 | 20.7 | 3.2 | | | | | | Schuylkill Valley.........Pennsylvania. | 576,050 | | | | 576,050 | | | | | (Leased to Phila. and Reading.) | | | | | 5 | 50 | |
| Dec. 31, 1868 | 80.0 | | 7.1 | | 13 | 5 | 4 | 127 | Seaboard and Roanoke.Va. & N. Carolina. | | | | | | 290,000 | | | | | | | | | | 100 | |
| Feb. 29, 1868 | 81.3 | | 6.3 | | 13 | 8 | 2 | 117 | Selma and Meridian.............Alabama. | 2,163,564 | * | | | 999,050 | 796,830 | | | 119.3 | | | | 312,577 | 12,909 | | 100 | |
| May 31, 1868 | 105.0 | | | 40.0 | 20 | 8 | 4 | 148 | *Selma, Rome and Dalton*..Ala. & Georgia. | | | | | 2,481,062 | 1,079,100 | | | 160.0 | | | | 218,441 | | | 100 | |
| Oct. 31, 1868 | 28.0 | | 6.0 | | | | | | Shamokin Valley and Pottsville....Penn. | 1,569,450 | | | | 869,450 | 700,000 | | | 28.0 | 178,705 | | | 277,763 | 83,511 | 5 | 50 | |
| Dec. 31, 1868 | 43.0 | | 2.1 | | 4 | 3 | 2 | 46 | Sheboygan and Fond du Lac..Wisconsin. | 985,000 | * | | | 743,100 | 264,000 | 121,900 | | 25.0 | | 265,000 | 155,000 | 32,260 | 11,145 | | 100 | |
| Dec. 31, 1868 | 20.0 | | | | | | | | Shelby and Rush..................Indiana. | 187,663 | | | | 100,000 | 37,800 | | | 20.0 | (Operated by Jeff. Mad. and Louisville.) | | | | | | 100 | |
| May 31, 186- | 50.0 | | 2.5 | | 10 | 15 | 5 | 35 | Shore Line...................Connecticut. | 691,200 | * | | | 636,200 | 55,000 | | | 50.0 | 167,376 | | | 289,288 | 68,334 | | 100 | |
| Dec. 31, 1868 | 101.7 | 6.5 | | | 10 | 4 | 4 | 96 | *Sioux City and Pacific*..............Iowa. | | | | | 1,330,000 | 3,200,009 | | | 75.0 | | | | 127,000 | | | 100 | |
| Dec. 31, 1868 | 63.0 | 9.0 | 7.0 | | 17 | 30 | 12 | 220 | Somerset and Kennebec..........Maine. | 2,020,770 | * | | | 783,500 | 1,232,760 | 4,510 | | 109.0 | 373,510 | 7,127,219 | | 605,543 | 214,124 | | 100 | |
| Dec. 31, 1868 | 16.0 | | | | | | | | South Branch................New Jersey. | 438,300 | | | | 438,300 | | | | | (Leased to Central of New Jersey.) | | | | | 6 | 100 | |
| Dec. 31, 1868 | 137.0 | 106.0 | 21.9 | | 43 | 22 | 18 | 360 | South Carolira ¶ ..........South Carolina. | 7,567,444 | * | | 1,026,406 | 5,819,275 | 3,860,741 | 514,388 | 1,295,967 | 243.0 | 756,431 | | | 1,204,962 | 590,706 | | 100 | |
| Jun. 30, 1869 | | | | 183.0 | | | | | South and North Alabama ..........Ala. | | | | | 900,000 | | | | | | | (In progress.) | | | | 100 | |
| Nov. 30, 1869 | 11.5 | | 1.9 | | 3 | 12 | 2 | 8 | South Shore..............Massachusetts. | 462,167 | 39,426 | | 9,566 | 259,683 | 150,000 | 7,944 | 21, | 11.5 | 49,204 | 1,222,256 | 60,911 | 67,962 | 9,513 | | 100 | |
| Sept. 30, 186 | 58.0 | 0.8 | 2.0 | 4.0 | 8 | 17 | 3 | 41 | South Side (L. I.) .............New York. | 1,409,926 | * | | | 484,000 | 750,000 | 150,000 | | | | (Not in full operation.) | | | | | 100 | |
| Sept. 30, 1868 | 123.0 | 5.5 | 12.0 | | 16 | 7 | 4 | 173 | South Side (Petersb'g & Lynchb'g) ¶. Va. | 3,796,159 | * | 36,379 | 57,876 | 1,365,600 | 1,708,900 | 475,160 | 9,401 | 132.5 | 255,714 | 1,944,588 | 3,666,425 | 389,360 | 63,560 | | 100 | |
| Sept. 30, 1869 | | | | 95.0 | | | | | Southern Central..............New York. | | | | | 880,000 | | | | (Under construction.) | | | | | | | 100 | |
| Dec. 31, 1868 | 80.0 | | | 22.5 | 9 | 4 | 2 | 119 | Southern Minnesota ..........Minnesota. | 1,500,000 | * | | | | | | | | | | | 250,000 | | | 100 | |
| Dec. 31, 1868 | 91.0 | | | 206.0 | | | | | *Southwest Pacific* ¶.............Missouri. | | | | | | | | | 91.0 | | | | | | | 100 | |

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

| Years ending. | Railroad. Main Line. | Railroad. Branch Line. | Railroad. 2d Track and Sidings. | Railroad in progress. | Rolling Stock. Engines. | Rolling Stock. Cars. Pass. | Rolling Stock. Cars. B. M. E. | Rolling Stock. Cars. Freight. | Companies. | Abstract of General Balance Sheet. Property and Assets. Railroad. | Property and Assets. Rolling Stock. | Property and Assets. Assets. | Accounts and Cash. | Liabilities. Stocks. | Liabilities. Bonds. | Liabilities. Accounts. | Liabilities. Surplus Income. | Railroad Operated. | Operations. Trains Moved. | Operations. Carried one mile. Passengers. | Operations. Carried one mile. Freight. | Earnings. Gross. | Earnings. Net | Dividends. | Value of Shares. Par. | Value of Shares. Market. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M. | M. | M. | M. | | | | | | $ | $ | $ | $ | $ | $ | $ | $ | M. | M. | Number. | Tons. | $ | $ | pc. | $ | p.c. |
| July 31, 1868 | 107.5 | 100.0 | 6.5 | — | 26 | 20 | — | 320 | Southwestern.....Georgia. | 3,719,813 | * | 208,792 | 227,634 | 3,210,000 | 430,000 | 386,015 | 130,224 | 207.5 | 333,302 | ..... | ..... | 920,544 | 342,739 | 8 | 100 | 104 |
| Dec. 31, 1868 | 68.0 | — | .... | — | 2 | 4 | 2 | 25 | Spartanburg and Union ¶.South Carolina. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 68.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Sept. 30, 1868 | 12.0 | — | 0.6 | — | 3 | 6 | — | 6 | Staten Island .....New York. | 356,301 | * | 598,699 | ..... | 660,000 | 200,000 | 65,000 | ..... | 13.0 | 52,797 | 2,798,824 | ..... | 257,622 | 103,680 | 7½ | 100 | .... |
| Sept. 30, 1868 | 7.6 | — | 1.0 | — | 2 | 1 | — | 142 | Sterling Mountain.....New York. | 501,122 | * | ..... | ..... | 800,000 | 350,000 | ..... | ..... | 7.6 | 11,925 | 8,702 | 486,794 | 47,908 | 29,709 | 7 | 100 | .... |
| Nov. 30, 1869 | 21.9 | — | 1.3 | — | — | — | — | — | Stockbridge and Pittsfield.....Mass. | 444,600 | 4,100 | — | ..... | 448,700 | — | — | ..... | — | ..... | ..... | ..... | ..... | 31,409 | 7 | 100 | .... |
| Nov. 30, 1869 | 13.2 | — | 0.9 | — | — | — | — | — | Stony Brook.....Massachusetts. | 267,384 | — | — | ..... | 267,300 | — | — | 697 | — | ..... | ..... | ..... | ..... | 21,176 | 6 | 100 | .... |
| Oct. 31, 1868 | — | — | — | 22.0 | — | — | — | — | Sullivan and Erie.....Pennsylvania. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... | ..... | ..... | ..... | ..... | — | 50 | .... |
| Dec. 31, 1868 | 12.0 | — | 12.0 | — | ... | ... | ... | ... | Sussex.....New Jersey. | 474,400 | * | ..... | ..... | 274,400 | 200,000 | ..... | ..... | 12.0 | 28,000 | ..... | ..... | 67,705 | 25,942 | 5 | 100 | .... |
| Sept. 30, 1868 | 81.0 | — | 8.0 | — | 12 | 14 | 3 | 199 | Syracuse, Binghamton and N. York. N.Y. | 3,468,115 | * | ..... | ..... | 1,470,130 | 1,720,000 | ..... | ..... | 81.0 | 342,155 | 6,214,467 | 24,308,327 | 659,627 | 211,737 | — | 100 | .... |
| Sept. 30, 1868 | — | — | — | 50.0 | — | — | — | — | Syracuse & Chenango Valley. New York. | ..... | ..... | (Will form a part of the Rondout and Oswego Line.) | | | | | | — | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Nov. 30, 1869 | 11.1 | 0.6 | 1.2 | — | 4 | 8 | 5 | 100 | Taunton Branch.....Massachusetts. | 308 056 | 39,727 | 23,006 | 45,818 | 250 700 | — | 21,181 | 33,414 | 11.1 | 64,100 | 2,262,375 | 839,342 | 229,869 | 23,184 | 8 | 100 | 104½ |
| Dec. 31, 1868 | — | — | — | 165.0 | — | — | — | — | Tennessee and Pacific ¶.....Tennessee. | ..... | — | 3,274,000 | ..... | 654,000 | 2,620,000 | ..... | ..... | — | ..... | ..... | ..... | ..... | ..... | — | 50 | .... |
| Nov. 30, 1868 | 73.0 | — | 25.0 | — | 28 | 21 | 10 | 639 | Terre Haute and Indianapolis....Indiana. | 1,990,705 | * | 677,235 | 425,977 | 1,988,150 | ..... | 148,488 | 957,278 | 73.0 | 459,274 | ..... | ..... | 1,180,386 | 552,665 | 12 | 100 | 90 |
| Oct. 31, 1868 | 30.6 | — | 5.4 | — | 10 | 4 | 1 | 295 | Tioga .....Pennsylvania. | 832,602 | 285,827 | ..... | ..... | 576,400 | 250,000 | ..... | — | 34.6 | 169,516 | ..... | ..... | 387,060 | 165,960 | — | 50 | .... |
| Dec. 31, 1868 | 230.0 | — | .... | — | 50 | 13 | 6 | 623 | Toledo, Peoria and Warsaw.....Illinois. | 9,100,000 | * | ..... | ..... | 5,700,000 | 3,400,000 | ..... | — | 111.0 | ..... | ..... | ..... | 750,625 | 199,917 | — | 100 | .... |
| Dec. 31, 1868 | 489.0 | 5.0 | 48.9 | 105.0 | 105 | 47 | 22 | 2,120 | Toledo, Wabash and Western. O. I. & Ill. | 19,550,000 | * | 3,601,740 | 108,077 | 6,700,000 | 16,045,000 | 83,820 | 430,997 | 516.0 | 1,133,321 | ..... | ..... | 4,013,207 | 1,123,588 | — | 100 | 53½ |
| Sept. 30, 1868 | 34.9 | — | 7.2 | — | 13 | 13 | 6 | 222 | Troy and Boston.....New York. | 1,923,732 | 362,249 | ..... | ..... | 607,111 | 1,575,000 | 443,289 | — | 49.9 | 178,342 | 4,703,755 | 5,152,044 | 517,000 | 244,944 | — | 100 | .... |
| Sept. 30, 1868 | 6.0 | — | 6.0 | — | — | — | — | — | Troy and Greenbush.....New York. | 294,908 | — | ..... | ..... | 274,400 | ..... | ..... | ..... | — | (Leased to Hudson River.) | | | ..... | ..... | 7 | 100 | .... |
| Nov. 30, 1868 | 30.0 | — | 1.4 | 15.0 | — | — | — | — | Troy and Greenfield ¶.....Massachusetts. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | (Leased to Vt. & Mass., R. R.) | | | ..... | 32,000 | — | 100 | .... |
| Oct. 31, 1868 | 57.5 | 8.8 | 8.5 | — | — | — | — | — | Tyrone and Clearfield.....Pennsylvania. | 1,000,000 | ..... | ..... | ..... | 510,000 | ..... | ..... | ..... | — | (Leased to Pennsylvania.) | | | ..... | ..... | — | 50 | .... |
| Dec. 31, 1868 | 900.0 | — | .... | .... | 175 | 58 | 25 | 2,810 | *Union Pacific*.....Nebraska, &c. | 90,000,000 | * | ..... | ..... | 20,000,000 | 70,000,000 | ..... | ..... | 700.0 | ..... | ..... | ..... | 5,066,650 | ..... | — | 100 | 42 |
| Dec. 31, 1868 | 100.0 | — | .... | .... | — | — | — | — | *Union Pacific* (Central Branch) ..Kansas. | 4,800,000 | * | ..... | ..... | 1,690,000 | 3,200,000 | ..... | ..... | 100.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1868 | 405.0 | 33.0 | .... | .... | 29 | 21 | 10 | 782 | *Union Pacific* (Eastern Division). Kansas. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 405.0 | 766,201 | 6,752,750 | 20,251,545 | 1,910,162 | 563,668 | — | 100 | .... |
| Sept. 30, 1868 | 59.0 | — | 2.9 | 27.2 | 7 | 7 | 2 | 57 | Utica and Black River.....New York. | 1,800,000 | * | ..... | ..... | 1,670,100 | 83,000 | ..... | ..... | 59.0 | 53,635 | 2,098,999 | 727,563 | 170,273 | 49,538 | 4 | 100 | .... |
| Sept. 30, 1868 | 43.0 | — | 5.0 | 39.0 | 4 | 5 | 2 | 50 | Utica, Chenango and Susq. Valley..N. Y. | 1,154,089 | * | ..... | ..... | 1,351,594 | — | ..... | ..... | 43.0 | 28,660 | 1,413,955 | 283,550 | 90,396 | 35,734 | — | 100 | .... |
| May 31, 1868 | 47.0 | 18.5 | 5.7 | — | — | — | — | — | Vermont and Canada .....Vermont. | 2,500,000 | — | ..... | ..... | 2,500,000 | — | ..... | ..... | — | (Leased to Vermont Central.) | | | ..... | ..... | 8 | 100 | 105½ |
| May 31, 1868 | 117.0 | 2.0 | 25.0 | — | 65 | 42 | 16 | 1,154 | Vermont Central.....Vermont. | 10,500,000 | * | ..... | ..... | 5,000,000 | 5,500,000 | ..... | ..... | 184.5 | 1,208,309 | 14,520,100 | 47,067,328 | 1,788,406 | 513,306 | — | var | .... |
| Nov. 30, 1869 | 69.0 | 8.0 | 5.5 | — | 15 | 16 | 9 | 219 | Vermont and Massachusetts .Mass. & Vt. | 3,258,600 | 207,343 | 75,862 | 70,082 | 2,860,000 | 724,500 | 111,646 | ..... | 107.0 | 266,607 | 5,603,057 | 3,889,481 | 567,568 | loss. | 2 | 100 | 62½ |
| May 31, 1869 | 23.7 | — | .... | — | 4 | — | — | — | Vermont Valley .....Vermont. | 1,221,886 | * | ..... | ..... | 516,164 | 793,200 | ..... | ..... | — | (Leased to Rutland.) | | | | | — | 100 | .... |
| Feb. 28, 1868 | 140.0 | — | .... | — | 19 | 10 | 5 | 132 | *Vicksburg and Meridian* .....Mississippi. | 3,049,268 | * | 175,540 | 205,698 | 357,408 | 1,997,693 | 882 533 | 392,872 | 140.0 | ..... | ..... | ..... | 488,407 | 122,367 | — | 100 | .... |
| Sept. 30, 1867 | 188.6 | — | .... | — | 26 | 13 | 11 | 184 | Virginia Central ¶ .....Virginia. | 5,540,788 | 541,814 | 33,759 | 147,308 | 3,353,679 | 1,919,550 | 372,297 | 618,143 | 205.4 | 300,405 | 4,936,004 | 5,225,008 | 554,511 | 107,643 | — | 100 | .... |
| Sept. 30, 1868 | 204.0 | 9.5 | 7.5 | — | ... | ... | ... | .... | Virginia and Tennessee ¶ .....Virginia. | 7,570,627 | * | ..... | ..... | 3,506,300 | 2,452,852 | 461,649 | ..... | 113.5 | ..... | 7,261,382 | 15,554,017 | 863,212 | 75,075 | — | 100 | .... |
| Dec. 31, 1868 | 18.3 | — | .... | — | — | — | — | — | Warren.....New Jersey. | 2,059,050 | * | ..... | ..... | 1,547,650 | 511,400 | ..... | ..... | 18.3 | (Leased to Del. La. & W'tn.) | | | 410,371 | 156,526 | 7 | 100 | 87⅞ |
| Sept. 30, 1868 | 10.3 | — | .... | — | — | — | — | — | Warwick Valley .....New York. | 172,577 | * | ..... | ..... | 99,000 | 85,000 | ..... | ..... | 10.3 | 20,760 | 289,515 | ..... | 56,455 | 21,417 | 8 | 100 | .... |
| Dec. 31, 1868 | 7.0 | — | .... | — | ... | ... | ... | .... | Washington, Alex. & Georget. D. C. & Va. | ..... | ..... | (In hands of receiver.) | | | | | | 7.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1868 | 23.0 | — | .... | — | ... | ... | ... | .... | Washington County.....Maryland. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 23 0 | (Opened Nov. 20, 1867.) | | | ..... | ..... | — | 100 | .... |
| Oct. 31, 1868 | 26.4 | — | 4.5 | — | 10 | 17 | 4 | 51 | West Chester and Philadelphia.....Penn. | 1,408,267 | 191,365 | 186,075 | 30,547 | 684,046 | 959,600 | 175,911 | — | 35.4 | 199,550 | 8,344,441 | 1,880,650 | 356,247 | 150,716 | — | 50 | .... |
| Sept. 30, 1868 | 138.0 | — | 9.5 | — | 52 | 15 | 10 | 575 | Western and Atlantic...Georgia & Tenn. | 5,000,000 | ..... | (Built by State of Georgia.) | | | | | | 138.0 | ..... | ..... | ..... | 943,607 | 266,320 | — | — | .... |
| Dec. 31, 1868 | 43.0 | — | .... | — | 4 | 2 | — | 63 | Western (Coal) ¶ .....North Carolina. | 1,025,016 | * | ..... | ..... | 1,942,000 | — | ..... | ..... | 43.0 | ..... | ..... | ..... | 42,834 | 6,820 | — | 100 | .... |
| Dec. 31, 1868 | 45.0 | — | 3.0 | — | 5 | 5 | 3 | 67 | Western Maryland ¶.....Maryland. | 1,850,000 | ..... | ..... | ..... | 750,000 | 1,200,000 | ..... | ..... | 45.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | 10 |
| Dec. 31, 1868 | 43.0 | — | 2.7 | — | 4 | 2 | ... | 63 | Western North Carolina..North Carolina. | 1,025,016 | ..... | ..... | ..... | 1,942,000 | ..... | ..... | ..... | 43.0 | ..... | ..... | ..... | 42,834 | 6,820 | — | 100 | .... |
| Dec. 31, 1868 | 63.7 | — | 12.5 | — | — | — | — | — | Western Pennsylvania.....Pennsylvania. | 3,049,057 | * | ..... | ..... | 1,283,600 | 1,800,000 | 374,381 | — | 63.7 | (Leased to Pennsylvania.) | | | ..... | ..... | — | 50 | 80 |
| Dec. 31, 1868 | 181.0 | — | 9.1 | — | 27 | 16 | 12 | 401 | Western Union...Wisconsin and Illinois. | 6,627,526 | 849,398 | 364,219 | ..... | 3,267,693 | 4,000,000 | 1,596,447 | ..... | 181.0 | 439,405 | ..... | ..... | 758,785 | 149,149 | — | 100 | .... |
| Dec. 31, 1868 | 59.7 | — | 3.9 | — | 17 | 42 | — | 236 | West Jersey.....New Jersey. | 1,840,304 | * | 620,770 | ..... | 1,208,750 | 1,400,000 | ..... | ..... | 116.9 | ..... | 12,497,271 | 2,626,929 | 537,378 | 252,544 | 10 | 50 | 126 |
| Dec. 31, 1868 | 32.0 | — | .... | 121.0 | ... | ... | ... | .... | West Wisconsin .....West Wisconsin. | ..... | — | (Under construction.) | | | | | | — | ..... | (Not in operation.) | | | | | — | 100 | .... |
| Dec. 31, 1868 | 28.0 | — | — | 63.0 | 1 | — | — | 4 | Whitehall and Plattsburg ¶...New York. | ..... | — | (Under construction.) | | | | | | — | ..... | (Not in operation.) | | | | | — | 100 | .... |
| Dec. 31, 1868 | 20.8 | — | .... | 6 5 | — | — | — | — | White Mountains.....New Hampshire. | 200,000 | — | ..... | ..... | 200,000 | ..... | ..... | ..... | — | (Oper. by Boston, Concord and Montreal.) | | | ..... | ..... | 6 | 100 | .... |
| Dec. 31, 1868 | 23.0 | — | .... | — | 1 | 4 | 1 | 14 | Wicomico and Pokomoke .....Maryland. | 320,000 | 100,000 | ..... | 100,000 | 160,000 | 150,000 | 1,000 | ..... | — | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Aug. 31, 1863 | 142.0 | — | .... | — | 8 | 4 | 2 | 112 | Wilmington, Charlotte & Rutherford. N.C. | 2,791,302 | * | 1,334,480 | 39,269 | 1,195,000 | 2,000,000 | 749,297 | 223,154 | 117.0 | 103,000 | ..... | ..... | ..... | ..... | — | 100 | .... |
| Sept. 30, 1868 | 171.0 | — | 15.0 | — | 14 | 13 | 8 | 140 | Wilm. and Manchester..N. Car. & S. Car. | 3,411,758 | * | 754,996 | 123,653 | 1,147,018 | 1,550,740 | 403,385 | 850,881 | 171.0 | ..... | ..... | ..... | 456,892 | 207,744 | — | 100 | .... |
| Sept. 30, 1868 | 162.0 | 19.0 | 9.5 | — | 21 | 15 | 11 | 267 | Wilmington and Weldon ¶...N. Carolina. | 3,061,431 | * | 341,131 | 33,027 | 1,463,775 | 1,474,665 | 160,296 | 336,854 | 181.0 | ..... | ..... | ..... | 596,169 | ..... | — | 100 | .... |
| Nov 30, 1867 | 15.5 | — | .... | — | — | — | — | — | Wilton.....New Hampshire. | 233,000 | — | ..... | ..... | 213,000 | ..... | ..... | ..... | — | (Leased to Nashua and Lowell.) | | | | 13,845 | 6½ | 100 | .... |
| Dec. 31, 1868 | 38.1 | — | .... | — | ... | ... | ... | .... | Winchester and Alabama ¶...Tennessee | 950,000 | * | ..... | ..... | ..... | 1,160,782 | ..... | ..... | — | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Nov 30, 1869 | 45.7 | — | 11.8 | — | 13 | 11 | 5 | 261 | Worcester and Nashua ...N. Hampshire. | 1,488,277 | 169,623 | 15,250 | 156,600 | 1,270,400 | ..... | 81,132 | 678,218 | 45.7 | 303,432 | 5,287,044 | 7,835,998 | 538,021 | 150,961 | 9 | 100 | 130½ |
| Dec. 31 1868 | 13.0 | — | 1.0 | — | — | — | — | — | Wrightsville, York and Gettysburg. Penn. | 395,535 | — | ..... | ..... | 317,050 | 52,000 | 24,333 | — | 13.0 | 24,542 | ..... | ..... | 43,788 | 7,266 | — | 100 | .... |
| | | | | | | | | | **CANALS, &c.** | | | | | | | | | | | | | | | | | |
| May 31, 1868 | 13.6 | — | — | — | — | — | — | — | Chesapeake & Delaware Canal. Del. & Md. | 3,320,736 | — | — | — | 1,983,563 | 2,089,400 | — | — | 13.6 | — | — | — | 445,950 | 362,488 | — | 50 | 80 |
| Sept. 30, 1868 | 184.5 | — | — | — | — | — | — | — | Chesapeake and Ohio Canal...Md. & Va. | 10,506,309 | — | — | — | 8,229,594 | — | — | — | 184.5 | — | — | — | ..... | ..... | — | 25 | .... |
| Oct. 31, 1868 | 60.0 | — | — | — | — | — | — | — | Delaware Division Canal ..Pennsylvania. | 2,433,000 | — | — | — | 1,633,350 | 800,000 | — | — | (Leased to Lehigh Nav. Co.) | | | | ..... | ..... | 8 | 50 | 90 |
| Oct. 31, 1868 | 108.0 | — | — | — | — | — | — | — | Delaware & Hudson Canal. Penn. & N.Y. | 6,888,184 | — | — | ..... | 14,997,300 | 2,031,000 | ..... | ..... | 108.0 | — | — | — | ..... | ..... | 14 | 100 | 124 |
| Dec. 31, 1868 | 43.0 | 22.5 | — | — | — | — | — | — | Delaware and Raritan Canal. New Jersey. | 4,500,667 | — | — | — | 4,999,969 | (See Cam. & Amb. R.R.) | | | — | — | — | — | 912,108 | 586,547 | — | 100 | .... |
| Oct. 31, 1868 | 136.0 | 25.0 | — | — | — | — | — | — | Erie Canal .....Pennsylvania. | ..... | — | — | — | 64,000 | 813,511 | ..... | ..... | 161.0 | — | — | — | 79,247 | ..... | — | 50 | .... |
| Oct. 31, 1868 | 48.0 | — | — | — | — | — | — | — | Lehigh Navigation.....Pennsylvania. | 4,455,000 | — | 13,570,597 | ..... | 8,739,800 | 14,004,387 | ..... | ..... | 108.0 | — | — | — | 603,067 | 397,785 | — | 50 | 68⅞ |
| Feb. 29, 1868 | 102.0 | — | — | — | — | — | — | — | Morris Canal.....New Jersey. | 3,362,221 | — | 11,426 | 57,235 | 2,200,000 | 1,049,260 | 120,553 | 61,090 | 102.0 | — | — | — | 450,135 | 162,972 | — | 100 | 80 |
| Oct. 31, 1868 | 173.0 | 5.0 | — | — | — | — | — | — | Pennsylvania Canal.....Pennsylvania. | 3,451,000 | — | — | ..... | 2,750,000 | 701,000 | — | — | 178.0 | — | — | — | 258,300 | 30,107 | — | 50 | 44 |
| Oct. 31, 1868 | 108.3 | — | — | — | — | — | — | — | Schuylkill Navigation .....Pennsylvania. | 13,842,179 | — | 221,600 | ..... | 4,797,185 | 7,762,720 | 536,411 | — | 108.3 | — | — | — | 1,026,580 | ..... | — | 50 | 12½ |
| Oct. 31, 1868 | 45.0 | — | — | — | — | — | — | — | Susq. and Tide Water Canal. Penn. & Md. | 4,685,267 | — | ..... | ..... | 2,002,746 | 2,628,310 | 149,296 | — | 45.0 | — | — | — | 166,589 | 86,081 | — | 50 | 24 |
| Oct. 31, 1868 | 77.6 | 10.0 | — | — | — | — | — | — | Union Canal.....Pennsylvania. | 5,907,850 | — | ..... | ..... | 2,907,850 | 3,000,000 | ..... | — | 87.6 | — | — | — | 60,830 | 5,307 | — | 50 | .... |
| Oct. 31, 1868 | 42.0 | 81.0 | — | — | — | — | — | — | West Branch and Susquehanna.....Penn. | 1,706,000 | — | — | ..... | 1,100,000 | 749,000 | ..... | — | 123.0 | — | — | — | 267,884 | 29,513 | — | 50 | .... |
| 1868 | 64.0 | — | — | — | — | — | — | — | Wyoming Valley Canal....Pennsylvania. | 2,000,000 | — | — | ..... | 800,000 | 600,000 | ..... | — | — | — | — | — | 124,895 | 39,961 | 8 | 50 | 60 |

# CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## HORSE PASSENGER RAILROAD SHARE LIST.

| Years ending. | Length equiv. single track. | Horses a' d Dummies. | Cars. | Companies. | Cost of Road and Equipment. | Share Capital. | Indebtedness. Bonded Debt. | Indebtedness. Floating Debt. | Earnings. Gross. | Earnings. Net. | Dividends on paid Capital. | Value of Shares. Par. | Value of Shares. Paid. | Value of Shares. Market. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | m. | No. | No | | $ | $ | $ | $ | $ | $ | p. c. | $ | $ | $ |
| Sept. 30,'68 | 7.37 | 91 | 12 | Albany .....N.Y. | 139,414 | 98,900 | 40,000 | 5,000 | 57,580 | Loss. | — | 100 | 100 | .... |
| Nov. 30, '68 | — | — | — | Albany st. Freight (B'ton).Mass. | — | 150,000 | — | — | — | — | — | 100 | 100 | .... |
| Oct. 31, '68 | 3.25 | 12 | 35 | Allentown .....Pa. | 72,674 | 31,500 | 29,814 | 12,191 | 6,771 | 3,093 | — | 100 | 100 | .... |
| Dec. 31, '63 | 31.00 | 480 | 80 | Baltimore City.....Md. | ..... | ..... | ..... | ..... | ..... | ..... | — | 100 | 100 | 19 |
| Sept. 30,'68 | 22.00 | 401 | 50 | Bleeck. st. & F.F. (N.Y.C.)N.Y. | 1,747,127 | 900,000 | 694,000 | 40,713 | 302,566 | 51,760 | — | 100 | 100 | .... |
| Nov. 30,'68 | 3.53 | — | — | Boston and Chelsea.....Mass. | 110,000 | 110,000 | — | — | 8,800 | 1,193 | 6.8 | 100 | 100 | .... |
| Sept. 30,'68 | 10.76 | 162 | 40 | Broadway (Brooklyn).....N.Y. | 277,169 | 200,000 | 35,000 | 29,097 | 115,172 | 11,882 | 8.0 | 100 | 100 | .... |
| Sept. 30,'68 | 16.00 | 791 | 106 | B'dway & 7th Av.(N.Y.C.)N.Y. | 522,895 | 2,100,000 | 1,600,000 | — | 664,652 | 184,914 | — | 100 | 100 | .... |
| Sept. 30,'68 | 8.00 | 10 | 30 | Brooklyn, Bath & Coney I.N.Y. | 156,838 | 99,850 | 80,000 | 7,538 | 24,517 | Loss. | — | 100 | 100 | .... |
| Sept. 30,'68 | 74.00 | 1420 | 291 | Brooklyn City.....N.Y. | 1,164,204 | 1,500,000 | 300,000 | — | 1,197,309 | 283,938 | 12.0 | 100 | 100 | .... |
| Sept. 30,'68 | 11.00 | 201 | 43 | Brooklyn City & Newtown:N.Y. | 569,620 | 400,000 | 200,000 | 14,372 | 121,425 | 19,422 | — | 100 | 100 | .... |
| Sept. 30,'68 | 6.50 | 40 | 12 | B'klyn, Prosp. P. & Flatb..N.Y. | 434,600 | 254,600 | 300,000 | 1,487 | — | — | — | 100 | 100 | .... |
| Sept. 30,'68 | 4.28 | 4 | 30 | B'klyn & Rockaway Beach.N.Y. | 214,489 | 144,600 | 45,000 | 2,500 | 20,621 | 9,021 | — | 100 | 100 | .... |
| Sept. 30,'68 | 15.21 | 197 | 53 | Buffalo street.....N.Y. | 318,909 | 50,000 | 186,000 | 109,500 | 99,734 | 17,427 | — | 50 | 50 | .... |
| Sept. 30,'68 | 7.85 | — | — | Bushwick (Brooklyn) .....N.Y. | 264,982 | 262,200 | 2,000 | 5,040 | 20,508 | 72 | — | 100 | 100 | .... |
| Nov. 30,'68 | 28.52 | — | — | Cambridge (Boston) .....Mass. | 731,671 | 727,800 | 150,000 | 94 | — | 89,058 | 9.0 | 100 | 100 | 100 |
| Sept. 30,'68 | 1.76 | — | 39 | Central City (Syracuse)....N.Y. | 29,758 | 21,130 | 6,000 | — | 18,645 | 4,097 | — | 10 | 10 | .... |
| Sept. 30,'68 | 36.00 | 561 | 149 | Cen. P., N.& E.R. (N.Y.C.)N.Y. | 1,627,021 | 1,065,200 | 626,000 | 33,644 | 512,962 | 18,812 | — | 100 | 100 | .... |
| Dec. 31, '68 | 9.20 | — | — | Cincinnati street.....O. | ..... | ..... | ..... | ..... | ..... | ..... | — | 100 | 100 | .... |
| Oct. 31, '68 | 7.25 | 200 | 37 | Citizens'(10th&11th sts.)(Ph.)Pa. | 179,635 | 192,750 | — | — | 227,369 | 95,876 | 32.1 | 50 | 19½ | .... |
| Oct. 31, '68 | 9.00 | 146 | 30 | Citizens' (Pittsburg) .....Pa. | 234,045 | 176,000 | 56,300 | 7,700 | 139,864 | 31,708 | 24.5 | 50 | 44 | .... |
| Dec. 31, '68 | 6.50 | — | — | City Passenger (Cin.).....O. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 100 | 100 | .... |
| Sept. 30,'68 | 14.83 | 236 | 18 | Coney Island (Brooklyn) ..N.Y. | 645,925 | 500,000 | 218,000 | 19,587 | 121,637 | Loss. | — | 100 | 100 | .... |
| Sept. 30,'68 | 22.89 | 792 | 116 | Dry Dock,E.B.&B.(N.Y.C)N.Y. | 772,303 | 1,200,000 | 700,000 | — | 669,174 | 135,905 | — | 100 | 100 | .... |
| Sept. 30,'68 | 3.50 | — | — | Dunkirk and Fredonia ....N.Y. | 42,605 | 34,815 | — | 2,448 | 8,721 | 3,443 | — | — | — | .... |
| Oct. 31, '68 | 1.63 | 10 | 3 | Easton and S. Easton .....Pa. | 24,275 | 26,000 | 500 | — | 10,444 | 3,732 | — | 25 | 25 | .... |
| Sept. 30,'68 | 18.00 | 872 | 160 | Eighth Avenue (N.Y.City)N.Y. | 1,455,161 | 1,000,000 | 203,000 | — | 804,791 | 190,391 | 12.0 | 100 | 100 | .... |
| Dec. 31, '68 | 8.00 | 52 | 9 | Fairhaven and Westville..Conn. | 152,917 | 150,000 | — | — | — | — | — | 100 | 100 | .... |
| Sept. 30,'68 | 1.74 | .... | ... | Fifth Ward (Syracuse).....N.Y. | 27,533 | 28,170 | — | — | 6,761 | 2,468 | — | 100 | 100 | .... |
| Sept. 30,'68 | 15.38 | 387 | 50 | 42d st. & Gr'd st. F.(N.Y.C.)N.Y. | 1,041,204 | 748,000 | 260,000 | — | 341,781 | 85,664 | 10.0 | 100 | 100 | .... |
| Oct. 31, '68 | 16.37 | 298 | 40 | Frankford & Southwark(Ph.)Pa. | 762,491 | 491,750 | 200,000 | — | 299,228 | 56,713 | 5.0 | 50 | 50 | 39 |
| Sept. 30,'68 | 3.25 | 16 | 5 | Genesee & Water st. (Syr.).N.Y. | 54,200 | 42,500 | 9,000 | 400 | 8,653 | 159 | — | — | — | .... |
| Oct. 31, '68 | 34.25 | 356 | 81 | Germantown (Phila.).....Pa. | 562,270 | 112,245 | 350,000 | — | 322,439 | 85,644 | 37.4 | 50 | 15 | 28½ |
| Oct. 31, '68 | 5.40 | 125 | 25 | Girard College (Phila.).....Pa. | 171,712 | 170,000 | — | — | 117,342 | 26,119 | 8.5 | 50 | 17 | 33 |
| Sept. 30,'68 | 5.50 | 92 | 15 | Gr'd st. & Newtown (Bk'n)N.Y. | 200,000 | 170,000 | 30,000 | — | 72,870 | 5,321 | — | 100 | 100 | .... |
| Oct. 31, '68 | 5.09 | 224 | 42 | Green and Coates st. (Phila.).Pa. | 236,220 | 150,000 | 100,000 | — | 187,103 | 22,887 | 7.5 | 50 | 15 | 38 |
| Sept. 30,'68 | — | — | — | Greenpoint & Wmbg.(Bkn)N.Y. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | .... |
| Sept. 30,'68 | 10.00 | 122 | 23 | Harlm.Br.,Morr. & F'dham.N.Y. | 239,063 | 113,230 | 130,000 | 2,500 | 63,945 | Loss. | — | 100 | 100 | .... |
| Oct. 31, '68 | 2.14 | 18 | 6 | Harrisburg City.....Pa. | 60,120 | 41,995 | 9,350 | 2,063 | 9,272 | Loss. | — | 25 | 24 | .... |
| Dec. 31, '68 | 9.00 | 19 | 6 | Hartford & Wethersfield .Conn. | 180,000 | 180,000 | — | — | — | — | — | 100 | 100 | .... |
| Oct. 31, '68 | 13.17 | 345 | 78 | Hest., Mant. & F'mount (Ph.)Pa. | 472,687 | 306,390 | 165,700 | 3,292 | 262,829 | 40,431 | — | 50 | 50 | 13½ |
| Dec. 31, '68 | — | — | — | Hoboken and Hudson City.N.J. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | .... |
| Dec. 31, '68 | — | — | — | Hoboken and Weehawken .N.J. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | .... |
| Sept 30,'68 | 2.50 | .... | ... | Hudson Av. (Brooklyn)....N.Y. | 161,535 | 106,700 | 74,000 | 9,272 | — | — | — | 100 | 100 | .... |
| Dec. 31, '68 | 10.47 | .... | ... | Jersey City & Bergen Point.N.J. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | .... |
| Sept 30,'68 | 3.56 | 28 | 9 | Kingston and Rondout.....N.Y. | 78,989 | 75,000 | — | — | 20,971 | 2,170 | 3½ | 100 | 100 | .... |
| Oct. 31, '68 | 5.20 | 113 | 21 | Lombard and South st. (Ph.).Pa. | 165,627 | 90,000 | 62,500 | 10,560 | 70,353 | 9,702 | — | 25 | 9 | .... |
| Nov. 30,'68 | 4.03 | 48 | 9 | Lowell Horse.....Mass. | 69,416 | 55,830 | — | 2,080 | 29,240 | 3,411 | — | 100 | 100 | .... |
| Nov. 30,'68 | 12.50 | 201 | 32 | Lynn and Boston .....Mass. | 207,587 | 200,000 | 50,000 | 48,048 | 153,658 | Loss. | — | 100 | 100 | 20 |
| Nov. 30,'68 | 3.60 | — | — | Malden and Melrose (Btn).Mass. | 60,246 | — | 52,000 | — | 24,472 | — | — | — | — | .... |
| Nov. 30,'68 | 1.00 | — | — | Marginal Freight (Boston).Mass. | 177,624 | 177,700 | — | — | — | — | — | 100 | 100 | 30½ |
| Nov. 30,'68 | 3.08 | — | — | Medford & Charlest. (Btn).Mass. | 27,500 | 21,000 | 6,500 | — | — | 2,240 | — | 100 | 100 | .... |
| Nov. 30,'68 | 5.11 | 37 | 6 | Merrimac Valley.....Mass. | 50,241 | 50,000 | — | 12,810 | 18,014 | 2,249 | — | 100 | 100 | .... |
| Sept. 30,'68 | 6.00 | 58 | 13 | Metropolitan (Brooklyn)...N.Y. | 361,500 | 194,000 | 191,900 | 7,000 | 34,108 | 6,299 | — | 100 | 100 | .... |
| Nov. 30,'68 | 42.86 | 791 | 156 | Metropolitan (Boston) ....Mass. | 1,543,729 | 1,250,000 | — | 177,164 | 765,981 | 135,284 | 10.0 | 100 | 100 | 69 |
| Nov. 30,'68 | 7.42 | 254 | 47 | Middlesex (Boston).....Mass. | 522,834 | 400,000 | 91,902 | 38,917 | 206,640 | 16,659 | — | 100 | 100 | 73 |
| Sept. 30,'68 | 12.20 | 180 | 52 | Ninth Avenue (N. Y. City)N.Y. | 468,322 | 797,320 | 167,000 | — | 95,848 | 595 | — | 100 | 100 | .... |
| Nov. 30,'68 | 3.39 | 17 | 4 | Northampton & Wmburg.Mass. | 300,000 | 300,000 | — | — | 13,884 | 562 | — | 100 | 100 | .... |
| Nov. 30,'68 | 2.16 | 6 | 2 | North Woburn (Boston)..Mass. | 27,657 | 20,950 | 8,000 | 4,429 | 4,174 | 808 | — | 100 | 100 | .... |
| Oct. 31, '68 | 7.25 | 73 | 13 | Oakland & E. Liberty (Pbg.).Pa. | 105,457 | 59,500 | 17,000 | 43,094 | 49,929 | — | — | 50 | 50 | .... |
| Dec. 31, '68 | 17.5 | 167 | 28 | Orange and Newark .....N.J. | 682,438 | 289,550 | 380,000 | 26,500 | 147,327 | 24,479 | — | 50 | 50 | .... |
| Dec. 31, '68 | 3.81 | .... | ... | Passenger (Cin.) .....O. | 100,000 | 100,000 | — | — | — | — | — | 100 | 100 | .... |
| Oct. 31, '68 | 9.17 | 30 | 8 | Peoples' street (Scranton) ...Pa. | 110,907 | 104,028 | — | — | 16,003 | Loss. | 15. | 100 | 100 | .... |
| Oct. 31, '68 | 7.07 | 271 | 48 | Philadelphia City (C. & W.).Pa. | 446,265 | 225,000 | 200,000 | 21,265 | 250,557 | 45,270 | 20. | 50 | 15 | 44 |
| Oct. 31, '68 | 5.89 | 50 | 14 | Philadelphia and Darby.....Pa. | 250,419 | 160,000 | 89,000 | — | 40,374 | 11,622 | 4. | 20 | 20 | 12 |
| Oct. 31, '68 | 8.50 | 140 | 28 | Philadelphia & Gray's Ferry.Pa. | 293,548 | 285,307 | 5,500 | — | 87,643 | 16,274 | 7. | 50 | 25 | 23 |
| Oct. 31, '68 | 8.25 | 153 | 28 | Pbg., Allegheny & Manchest.Pa. | 143,123 | 124,000 | 23,000 | 16,950 | 133,266 | 15,798 | 7.2 | 50 | 31 | .... |
| Oct. 31, '68 | 5.20 | 80 | 12 | Pittsburg and Birmingham..Pa. | 108,488 | 82,000 | 10,600 | 30,082 | 70,706 | 8,481 | 7.3s | 50 | 41 | .... |
| Dec. 31, '68 | 6.88 | 92 | 16 | Portland .....Me. | 160,300 | 160,300 | — | 600 | 45,007 | 12,809 | 7. | 100 | 100 | .... |
| Nov. 30,'68 | 5.69 | 55 | 9 | Quincy (Boston).....Mass. | 77,640 | 71,600 | 66,434 | 57,592 | — | — | — | 100 | 100 | .... |
| Oct. 31, '68 | 8.00 | 48 | 12 | Ridge Av. & Manayunk(Ph.)Pa. | 179,635 | 120,500 | 63,300 | — | 36,111 | Loss. | — | 50 | 25 | 12 |
| Sept. 30,'68 | 10.50 | 96 | 22 | Rochester and Brighton ...N.Y. | 74,000 | 59,000 | 15,000 | — | 31,490 | 11,290 | — | 100 | 100 | .... |
| Nov. 30,'68 | 7.87 | 47 | 15 | Salem and Danvers.....Mass. | 182,845 | 150,000 | 32,100 | 11,561 | 32,912 | Loss. | — | 100 | 100 | .... |
| Oct. 31, '68 | 3.96 | — | — | Schuylkill River (Phila.) ....Pa. | 47,464 | 50,000 | — | — | — | ..... | — | 50 | 10 | .... |
| Sept. 30,'68 | 16.00 | 597 | 91 | Second Avenue (N.Y. City)N.Y. | 1,452,393 | 800,000 | 700,000 | 170,962 | 512,666 | 71,706 | — | 100 | 100 | .... |
| Oct. 31, '68 | 33.00 | 485 | 76 | 2d and 3d street (Phila.).....Pa. | 628,843 | 573,387 | 109,300 | — | 524,611 | 177,857 | 11¾ | 50 | 30 | 43 |
| Oct. 31, '68 | 5.62 | 110 | 17 | 17th and 19th street (Phila.)..Pa. | 116,918 | 130,000 | — | 37,408 | 79,754 | 11,569 | — | 50 | 13 | .... |
| Sept. 30,'68 | 8.37 | 657 | 74 | Sixth Avenue (N.Y. City).N.Y. | 1,786,977 | 750,000 | 250,000 | — | 625,341 | 140,808 | 10. | 100 | 100 | .... |
| Nov. 30,'68 | 3.61 | — | — | Somerville (Boston).....Mass. | 75,000 | 75,000 | — | — | — | 4,500 | 6. | 100 | 100 | .... |
| Nov. 30,'68 | 6.43 | 265 | 39 | South Boston .....Mass. | 401,030 | 400,000 | — | 12,047 | 209,164 | 20,976 | 9½ | 100 | 100 | 62½ |
| Nov. 30,'68 | 2.50 | 13 | 4 | Stoneham street (Boston)..Mass. | 39,344 | 33,000 | — | 1,500 | 10,201 | Loss. | — | 100 | 100 | .... |
| Nov. 30,'68 | 6.74 | — | — | Sub-Urban (Boston) .....Mass. | 95,000 | 5,000 | — | — | — | — | — | 100 | 100 | .... |
| Sept. 30,'68 | 2.07 | 20 | 6 | Syracuse and Geddes.....N.Y. | 25,978 | 25,000 | 25,000 | — | 14,381 | 4,781 | 4. | 100 | 100 | .... |
| Sept. 30,'68 | 4.38 | 10 | 3 | Syracuse and Onondaga ...N.Y. | 31,000 | 31,000 | — | — | 7,884 | 2,199 | 5. | 100 | 100 | .... |
| Oct. 31, '68 | 7.25 | 200 | 37 | 10th & 11th sts. Citizen's Ph.)Pa. | 179,635 | 192,750 | — | — | 227,369 | 95,876 | 32.1 | 50 | 19½ | 68½ |
| Sept. 30,'68 | 18.00 | 1422 | 187 | Third Avenue (N. Y. City).N.Y. | 2,745,277 | 1,170,000 | 1,500,000 | 5,000 | 1,257,476 | 274,584 | 12. | 100 | 100 | 197½ |
| Oct. 31, '68 | — | — | — | 13th and 15th streets (Phila.).Pa. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 23½ |
| Sept. 30,'68 | 3.47 | 32 | 5 | Troy and Albra .....N.Y. | 72,463 | 44,700 | — | 13,978 | 16,844 | Loss. | — | 100 | 100 | .... |
| Sept. 30,'68 | 12.30 | 49 | 21 | Troy and Lansingburg.....N.Y. | 363,967 | 250,000 | 100,000 | 81,095 | 154,582 | Loss. | — | 100 | 100 | .... |
| Sept. 30,'68 | 4.50 | — | — | Troy and Cohoes.....N.Y. | 70,000 | 70,000 | — | — | — | — | — | 100 | 100 | .... |
| Nov. 30,'68 | — | 449 | 74 | Union (Boston) .....Mass. | 311,879 | 200,000 | 30,200 | 132,265 | 373,102 | Loss. | — | 100 | 100 | 103 |
| Sept. 30,'68 | 15.50 | 85 | 20 | Utica, Clinton & Bingham.N.Y. | 305,828 | 121,400 | 200,000 | 1,200 | 80,268 | 14,148 | — | 100 | 100 | .... |
| Sept. 30,'68 | 2.50 | 20 | 6 | Van Brunt st. (Brooklyn)..N.Y. | 87,000 | 75,000 | 12,000 | 1,612 | 17,925 | 3,201 | 4 | 100 | 100 | .... |
| Sept. 30,'68 | 15.50 | 162 | 29 | Watervliet (Albany) .....N.Y. | 297,145 | 240,000 | 131,000 | 4,000 | 117,593 | 31,390 | 4 | 100 | 100 | .... |
| Dec. 31, '68 | 5.80 | — | — | West Hoboken .....N.J. | 100,000 | 40,000 | 60,000 | — | — | — | — | 100 | 100 | .... |
| Oct. 31, '68 | 13.50 | 380 | 70 | West Philadelphia.....Pa. | 571,055 | 375,000 | 100,000 | 15,000 | 321,374 | 43,748 | 10 | 50 | 50 | 64½ |
| Oct. 31, '68 | 4.38 | 14 | 4 | Wilkesbarre and Kingston...Pa | 92,333 | 50,000 | — | 8,500 | 13,883 | 5,882 | — | 50 | 50 | .... |
| Oct. 31, '67 | 1.02 | 10 | 4 | Williamsport .....Pa. | 20,867 | 15,600 | 5,000 | 1,127 | 3,565 | 1,319 | — | 25 | 25 | .... |
| Nov. 30,'68 | 2.76 | — | — | Winnisimmet (Boston)....Mass. | 62,152 | 57,250 | — | — | 4,200 | 3,740 | 4 | 100 | 100 | .... |
| Nov. 30,'67 | 4.00 | 44 | — | Worcester .....Mass. | 39,573 | 75,800 | 72,000 | 26,000 | — | — | — | 100 | 100 | .... |

## PASSENGER RAILROAD BONDS.

| Companies. | Amount outstanding. | Inter. st. Rate. | Inter. st. Payable. | Principal Payable. | Market Price. |
|---|---|---|---|---|---|
| | $ | pc | | | |
| Albany: 1st Mortgage..... | 40,000 | 7 | J.& J. | 18— | .... |
| Bleecker St. & Fulton Ferry: 1st Mortgage..... | 694,000 | 7 | J.& J. | 1872 | .... |
| Broadway (Brooklyn): 1st Mortgage..... | 35,000 | 7 | J.& J. | 18— | .... |
| Broadway and 7th Avenue: 1st Mortgage.....1, | 600,000 | 7 | J.&D. | 1884 | .... |
| Brooklyn, Bath & Coney I.: 1st Mortgage..... | 80,000 | 7 | J.& J. | 18— | .... |
| Brooklyn City: 1st Mortgage..... | 300,000 | 7 | J.& J. | 1872 | .... |
| Brooklyn City & Newtown: 1st Mortgage..... | 200,000 | 7 | J.& J. | 1875 | .... |
| Brooklyn, Prosp. P.&Flatb.: 1st Mortgage..... | 300,000 | 7 | M&N | 1878 | .... |
| Brooklyn & Rockaway B'ch: 1st Mortgage..... | 45,000 | 7 | J.& J. | 18— | .... |
| Buffalo street: 1st Mortgage..... | 186,000 | 7 | J.&D. | 1881 | .... |
| Cambridge (Boston): 1st Mortgage sinking fund | 150,000 | 6 | J.& J. | 1883 | 92½ |
| Central Park, N. & E.River: 1st Mortgage..... | 626,000 | 7 | J.& J. | 1874 | .... |
| Citizens' (Pittsburg): 1st Mortgage..... | 56,300 | 7 | J.& J. | 1870 | .... |
| Coney Island and Brooklyn: 1st Mortgage..... | 218,000 | 7 | J.& J. | 1873 | .... |
| D. Dock, E Bdw. & Battery: 1st Mortgage..... | 700,000 | 7 | J.& J. | 18— | .... |
| Eighth Avenue (N. Y.): 1st Mortgage..... | 203,000 | 7 | J.& J. | 18— | .... |
| 42d st.& G'd st. Ferry(N.Y.): 1st Mortgage..... | 160,000 | 7 | J.& J. | 1873 | .... |
| Real Estate..... | 100,000 | 7 | var. | var. | .... |
| Frankford and Southwark: 1st Mortgage..... | 200,000 | 7 | J & J. | 1869 | .... |
| Germantown: 1st Mortgage..... | 350,000 | 7 | J.& J. | 1874 | .... |
| Green and Coates (Phila.): 1st Mortgage..... | 100,000 | 7 | J.& J. | 1870 | 85½ |
| Grand st. and Newtown: 1st Mortgage..... | 30,000 | 7 | J.& J. | 18— | .... |
| Harl. Br.,Morris'a & Fordh.: 1st Mortgage..... | 130,000 | 7 | J.& J. | 1877 | .... |
| Hestonv., Mantua & Fairm.: 1st Mortgage..... | 165,700 | 7 | J.& J. | 1874 | .... |
| Hudson Av. (Brooklyn): 1st Mortgage..... | 74,000 | 7 | M&N | 1878 | .... |
| Lombard and South st.(Ph.): 1st Mortgage..... | 62,500 | 7 | J.& J. | 1873 | 75 |
| Lynn and Boston: 1st Mortgage sinking fund | 50,000 | 6 | J.& J. | 1872 | .... |
| Malden and Melrose: 1st Mortgage, guaranteed. | 52,600 | 6 | A.&O | 1880 | .... |
| Metropolitan (Brooklyn): 1st Mortgage..... | 191,900 | 7 | J.& J. | 1878 | .... |
| Middlesex (Boston 1st Mortgage sinking fund | 98,500 | 6 | J.&D. | 18— | 83 |
| Ninth Avenue (N. Y.): 1st Mortgage..... | 167,000 | 7 | J.& J. | 18— | .... |
| Orange and Newark: 1st Mort. Broad street.... | 100,000 | 6 | J.& J. | 1881 | .... |
| 1st Mort. O. & N. R. R... | 100,000 | 6 | J.& J. | 1880 | .... |
| 2d Mort. O. & N. R. R... | 100,000 | 6 | J.& J. | 1883 | .... |
| Philadelphia City: 1st Mortgage..... | 200,000 | 6 | J.& J. | 1879 | 85 |
| Philadelphia and Darby: 1st Mortgage..... | 89,000 | 7 | J.& J. | 1875 | .... |
| Pittsb., Allegh'y & Manch.: 1st Mortgage..... | 23,000 | 7 | M&N | 1878 | .... |
| Quincy: Plain bonds..... | 66,424 | 6 | var. | var. | .... |
| Ridge Av. and Manayunk: 1st Mortgage..... | 48,300 | 7 | J.& J. | 18— | .... |
| 1st Mortgage..... | 15,000 | 6 | J.& J. | 18— | .... |
| Salem and Danvers: 1st Mortgage..... | 32,100 | 6 | J.& J. | 18— | .... |
| Second Avenue (N. Y.): 1st Mortgage..... | 700,000 | 7 | J.&D. | 1877 | .... |
| Second and Third st. (Ph.): 1st Mortgage..... | 9,300 | 7 | J.& J. | 1868 | .... |
| 2d Mortgage..... | 100,000 | 7 | J.& J. | 1874 | .... |
| Sixth Avenue (N. Y.): 1st Mortgage..... | 250,000 | 7 | J.&D. | 1877 | .... |
| Syracuse and Geddes: 1st Mortgage..... | 25,000 | 7 | J.& J. | 18— | .... |
| Third Avenue (N. Y.): 1st Mortgage.....1, | 000,000 | 7 | J.& J. | 1875 | .... |
| Real estate..... | 500,000 | var. | var. | var. | .... |
| Troy and Lansingburg: 1st Mortgage..... | 100,000 | 7 | A.&O | 1872 | .... |
| Union (Boston): Real estate mortgages.... | 30,200 | 6 | var. | var. | .... |
| Utica, Clinton & Bingham.: 1st Mortgage..... | 200,000 | 7 | J.& J. | 1887 | .... |
| Watervliet: 1st Mortgage..... | 181,000 | 7 | J.& J. | 1872 | .... |
| West Hoboken: 1st Mortgage..... | 61,000 | 7 | M&N | 1878 | .... |
| West Philadelphia: 1st Mortgage..... | 100,000 | 7 | J.& J. | 1869 | .... |
| Worcester: 1st Mortgage..... | 72,000 | 6 | A.&O | 1878 | .... |

## PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

| Companies. | Amount outstanding. | Div'ds Rate. | Div'ds Paid. | Market Price. |
|---|---|---|---|---|
| **Railroad Stocks:** | | | | |
| Atlantic & Gt. West'n (O. D.,) pref. | $1,919,000 | 7 | ... | .... |
| Atlantic and St. Lawrence* guar.... | 2,494,000 | 4 | 4 | .... |
| Baltimore and Ohio, pref..... | 3,000,000 | 6 | 6 | .... |
| Berkshire,* guaranteed..... | 600,000 | 7 | 7 | .... |
| Blossburg and Corning,* guar..... | 250,000 | 5 | 5 | .... |
| Boston, Concord and Montreal, pref. | 1,340,000 | 6 | 6 | 75½ |
| Buffalo, N. York and Erie,* guar.... | 950,000 | 7 | 7 | 74½ |
| Camden and Atlantic, pref..... | 600,000 | 7 | ... | .... |
| Catawissa,* pref. and guar..... | 2,200,000 | 7 | 7 | 75½ |
| Cayuga and Susquehanna,* guar.... | 589,110 | ... | 9 | .... |
| Cedar Rapids & Missouri,* preferred and guaranteed..... | 755,000 | 7 | 3½ | .... |
| Central Ohio, preferred..... | 400,000 | 7 | 7 | 29 |
| Chemung,* guar..... | 380,000 | 8 | 6 | .... |
| Cheshire, preferred..... | 2,017,815 | 7 | 3 | 87 |
| Chicago and Alton, pref..... | 2,425,400 | 7 | 10 | 115 |
| Chicago, Iowa and Nebraska,* guar. | 2,600,000 | ... | 10 | ... |
| Chicago and Northwestern, pref.... | 18,159,097 | 7 | 10s | 91½ |
| Cleveland and Mahoning,* guar..... | 2,056,000 | 7 | 7 | .... |
| Cleveland and Toledo,* † guar..... | 6,250,000 | ... | 3½ | .... |
| Cochecho, preferred..... | 177,750 | 8 | ... | ... |
| Connecticut and Passumpsic Rivers, preferred..... | 1,822,100 | 6 | 6 | 85½ |
| Cumberland Valley, 1st pref..... | 241,900 | 8 | 8 | 114½ |
| " 2d pref..... | 242,000 | 8 | 8 | .... |
| Delaware,* guaranteed..... | 594,261 | 6 | 6 | ... |
| Detroit & Milwaukee,* preferred and guaranteed..... | 1,500,000 | 6 | ... | .... |
| Dubuque and Sioux City,* preferred and guaranteed..... | 1,988,170 | 7 | 7 | 97½ |
| Dubuque Southwestern, pref..... | 330,308 | 7 | 7 | .... |
| Eastern (N. H.,)* guaranteed..... | 492,500 | 8 | 8 | .... |
| Elmira, Jefferson and Canandaigua,* guaranteed..... | 500,000 | 5 | 5 | .... |
| Elmira and Williamsport,* guar..... | 500,000 | 5 | 5 | ... |
| Elmira and Williamsport,* preferred and guaranteed..... | 500,000 | 7 | 7 | 80 |
| Erie, preferred..... | 8,536,910 | 7 | 7 | 48½ |
| Hannibal and St. Joseph, pref..... | 5,253,836 | ... | ... | 110 |
| Harrisburg and Lancaster,* guar.... | 1,182,550 | 7 | 7 | .... |
| Housatonic, preferred..... | 1,180,000 | 8 | 4 | 84½ |
| Huntingdon & Broad Top Mountain, preferred..... | 190,750 | 7 | 3½ | .... |
| Joliet and Chicago,* guar..... | 1,500,000 | 7 | 7 | .... |
| Joliet and Northern Indiana,* guar.. | 300,000 | 8 | 8 | .... |
| Lackawanna and Bloomsburg, pref.. | 500,000 | 7 | ... | .... |
| Leeds and Farmington,* guar..... | ..... | ... | 5 | .... |
| Little Schuylkill,* guar..... | 2,646,100 | 7 | 7 | .... |
| Louisville, Cincinnati and Lexington preferred..... | 848,315 | 9 | 9 | 99 |
| Marietta and Cincinnati, 1st pref.... | 6,586,135 | 6 | ... | 19 |
| " " 2d pref.... | 4,051,744 | 6 | ... | 8½ |
| Manchester and Lawrence*..... | 1,000,000 | ... | 9 | .... |
| Michigan Southern, guaranteed..... | 586,800 | 10 | 10 | .... |
| Mill Creek and Mine Hill,* guar.... | 323,375 | 10 | 10 | .... |
| Milwaukee and P. du Chien, 1st pref. | ..... | 8 | 8 | .... |
| " " 2d pref. | ..... | 7 | 7 | .... |
| Milwaukee and St. Paul, preferred.. | 9,744,268 | 7 | ... | 78⅞ |
| Mine Hill and Schuylkill Haven,* guaranteed..... | 3,775,000 | 8 | 8 | .... |
| Mount Carbon & Pt. Carbon,* guar. | 282,250 | 12 | 12 | .... |
| New Haven and Northampton*..... | 1,344,000 | ... | 2 | .... |
| New York and Harlem, pref..... | 1,500,000 | 8 | 8 | 144 |
| Niagara Br. and Canandaigua,* guar. | 1,000,000 | 6 | 6 | .... |
| North Eastern (S. C.,) preferred..... | 155,000 | 8 | 8 | .... |
| Ogdensburg and L. Champlain, pref. | 1,037,000 | 8 | 8 | 105½ |
| Ohio and Mississippi, pref..... | 3,500,000 | 7 | 7 | 75 |
| Paterson and Hudson,* guar..... | 630,000 | 8 | 8 | .... |
| Paterson and Ramapo,* guar..... | 248,000 | ... | 5 | .... |
| Peoria and Bureau Valley,* guar.... | 1,200,000 | ... | 6 | .... |
| Philadelphia and Erie,* ..... | 5,996,700 | ... | ... | .... |
| Philadelphia and Reading, pref..... | 1,551,800 | ... | 10 | .... |
| Philadelphia and Trenton,* † guar... | 1,099,120 | ... | 10 | .... |
| Pittsfield and North Adams,* guar.. | 450,000 | 6 | 6 | .... |
| Portl. & Kennebec (Yarmouth) guar. | 202,400 | 6 | 6 | .... |
| Portland, Saco & Portsmouth,* guar. | 1,500,000 | 6 | 6 | .... |
| Portsmouth and Concord*..... | 350,000 | 7 | 7 | .... |
| Richmond, Fredericksb. & Potomac, guaranteed..... | 142,900 | 7 | 7 | .... |
| Rochester and Genesee Valley*..... | 557,560 | ... | 7 | .... |
| Rutland, preferred..... | ..... | 7 | 7 | 70 |
| St. Louis, Alton and T. H., pref..... | 2,040,000 | 7 | 7 | 64 |
| Sandusky and Cincinnati, pref..... | 445,596 | 6 | 6 | 34 |
| Schuylkill Valley,* guar..... | 576,050 | 5 | 5 | .... |
| Shamokin Valley & Pottsville,*guar. | 869,450 | 5 | 5 | .... |
| Tol., Peoria & Warsaw (W. D.) pref. | 1,300,000 | 7 | ... | .... |
| " " " (E. D.) pref. | 1,700,000 | 7 | ... | ... |
| Toledo, Wabash and Western, pref. | 1,000,000 | 7 | 7 | 72 |
| Troy and Greenbush,* guar..... | 274,000 | 7 | 7 | .... |
| Vermont and Canada,* guar..... | 2,500,000 | 8 | 8 | .... |
| Warren,* guar..... | 1,408,300 | 7 | 7 | .... |
| White Mountains,* guar..... | 200,000 | 5 | 5 | .... |
| Wrightsv., York & Gettysburg,* pref. | 317,050 | ... | 2 | .... |
| **Canal Stocks:** | | | | |
| Delaware Division,* guar..... | 1,633,350 | 8 | 8 | ... |
| Morris, preferred..... | 1,175,000 | 10 | 10 | 65 |
| Schuylkill Navigation, pref..... | 2,888,997 | 6 | 6 | 34½ |
| Union, preferred..... | ..... | 6 | ... | .... |
| **Miscellaneous Stocks:** | | | | |
| Cumberland Coal, pref..... | ..... | 6 | ... | 32½ |
| Mariposa Mining, pref..... | 5,774,400 | 7 | 7 | 17 |

## WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

| | |
|---|---|
| Pig, Scotch, No. 1.....per ton | 33 50 @ 37 — |
| Pig, American, No. 1..... | 33 — @ 34 — |
| Pig, American, No. 2..... | 31 — @ 32 — |
| Pig, American, Forge..... | 39 — @ 30 — |
| Bar, Refined, English and American..... | — — @ 75 — |
| Bar, Swedes, assorted sizes.....(gold) | 85 — @ 97 50 |
| | —Store Prices.— |
| Bar, Swedes, ordinary sizes ..... | 115 — @125 — |
| Bar, Refined..... | 77 50 @ - — |
| Bar, Common..... | 72 50 @ — — |
| Scroll..... | 87 50 @115 — |
| Ovals and Half-round..... | 95 — @110 — |
| Band..... | 95 — @ — — |
| Horse Shoe ..... | 95 — @ — — |
| Rods, ½@3-16 inch..... | 85 — @120 — |
| Hoop..... | 105 — @145 — |
| Nail Rod .....per lb. | — 7 @ — 7½ |
| Sheet, Russia, as to No.'s.....(gold) | — 11 @ — 12 |
| Sheet, Single D. and T. Common ..... | — 4¾@ — 6½ |
| Rails, English.....(gold).....per ton. | 59 — @ 60 — |
| Rails, American, at Works in Penns..e'y. | 71 — @ 72 — |
| Anvils, (Eagle).....per lb currency. | — 8 @ — — |

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

| | |
|---|---|
| English, Cast..(2d and 1st quality).per lb. | — 15 @ — 18 |
| English Spring (2d and 1st quality)..... | — 7 @ — 10 |
| English Blister (2d and 1st quality)..... | — 10 @ — 17 |
| English Machinery..... | — 11½@ — 14 |
| English German (2d and 1st quality)..... | — 13 @ — 15 |
| American Blister "Black Diamond"..... | — — @ — 12 |
| American, Cast, Tool, do. ..... | — — @ — 18 |
| American, Spring, do. ..... | — 9 @ — 12 |
| American Machinery do. ..... | — — @ — 12 |
| American German do. ..... | — 10 @ — 12 |

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

| | |
|---|---|
| Cut, 4d.@10d.....per 100 lb | 4 25 @ 4 37½ |
| Clinch..... | 5 75 @ 5 87½ |
| Horse Shoe, Forged (No. 10 to 6).....per lb. | — 23 @ —29 |
| Copper ..... | — 36 @ —— |

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

| | |
|---|---|
| Banca .....(gold).per lb. | — 42 @ — — |
| Straits.....(gold). | — — @ — 34½ |
| English .....(gold). | — — @ — 34½ |

| Plates—Fair to good brands. | —Gold.— | —Currency.— |
|---|---|---|
| I. C. Charcoal....per box. | 8 50 @ 8 75 | 10 — @ 10 75 |
| I. C. Coke..... | 7 — @ 7 75 | 8 25 @ 9 25 |
| Coke Terne..... | 6 — @ 6 25 | 7 25 @ 7 50 |
| Charcoal Terne..... | 7 75 @ 8 25 | 9 — @ 9 50 |

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

| | |
|---|---|
| Crude, 40 @ 48 gravity (in bulk)..per gall. | — — @ — 15½ |
| Crude, 40 @ 47 gravity (in shipping order) | — 19½@ — 20 |
| Refined, prime L. S. to W. (110 @115 test) | — 25 @ — — |
| Refined, Standard White (in ship'g order). | — 27 @ — — |
| Refined, prime White (in shipping order). | — 28 @ — — |
| Refined, S. W. (in jobbing lots)..... | — 29 @ — 30 |
| Refined, S. W. (in tin) ..... | — 32½@ — — |
| Naptha, Refined, (65 @ 73 gravity)..... | — 10 @ — — |
| Residuum.....per bbl. | 4 50 @ — — |

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

| (Single Thick.) Sizes. | 1st. A. | 2d. B. | (Old List.) 3d. C. | 4th. D. |
|---|---|---|---|---|
| 6 by 8 to 7 by 9 ..... | $7 75 | $7 00 | $6 50 | $6 00 |
| 8 by 10 to 10 by 15..... | 8 25 | 7 50 | 7 00 | 6 50 |
| 11 by 14 to 12 by 18..... | 9 75 | 9 00 | 8 00 | 7 00 |
| 14 by 16 to 16 by 24..... | 10 50 | 9 50 | 8 50 | 7 50 |
| 18 by 22 to 18 by 30..... | 12 25 | 11 25 | 10 00 | 8 00 |
| 20 by 30 to 24 by 30..... | 15 00 | 13 75 | 11 50 | 9 00 |
| 24 by 31 to 24 by 36 ..... | 16 50 | 15 00 | 12 50 | 10 00 |
| 25 by 36 to 30 by 44 ..... | 17 50 | 16 00 | 14 50 | 12 50 |
| 30 by 46 to 32 by 48..... | 20 00 | 18 00 | 15 50 | 13 50 |
| 32 by 50 to 32 by 56..... | 22 00 | 20 00 | 17 00 | 14 50 |
| Above..... | 25 00 | 23 00 | 20 00 | 16 00 |

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

| (Single Thick.) | (New List, Aug. 20th.) |
|---|---|
| 6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet. | 10 — @ 7 75 |
| 8 by 11 to 10 by 15....(4 qlts.) ..... | 10 50 @ 8 — |
| 11 by 14 to 12 by 18....(4 qlts.) ..... | 12 — @ 9 25 |
| 14 by 16 to 16 by 24....(4 qlts.) ..... | 12 50 @ 9 75 |
| 18 by 22 to 18 by 30....(4 qlts.) ..... | 15 — @10 50 |
| 20 by 28 to 24 by 30....(4 qlts.) ..... | 18 50 @12 — |
| 26 by 28 to 24 by 36....(4 qlts.) ..... | 19 50 @12 50 |
| 26 by 34 to 26 by 40....(3 qlts.) ..... | 21 50 @16 — |
| 28 by 38 to 28 by 44....(3 qlts.) ..... | 22 — @16 50 |
| 28 by 46 to 30 by 48....(3 qlts.) ..... | 23 — @17 — |
| 30 by 50 to 32 by 52....(3 qlts.) ..... | 24 50 @18 — |
| 32 by 54 to 34 by 56....(3 qlts.) ..... | 26 50 @19 50 |
| 34 by 58 to 34 by 60....(3 qlts.) ..... | 30 — @22 — |
| 36 by 60 to 40 by 60....(3 qlts.) ..... | 36 — @28 — |

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

## New York Stock Exchange.

*Actual Sale Prices for the week ending May 4.*

| | Th.28. | F.29. | Sat.30. | M.2. | Tu.3. | W.4 |
|---|---|---|---|---|---|---|
| Canton Co..... | 71½ | 71 | 71½ | 72½ | 72 | |
| Central Pacific 6s..... 92½ | 93 | 93 | 93⅜ | 93½ | 91⅞ | |
| Central of N. Jersey...108½ | 108½ | 108⅞ | 109 | 108½ | 109⅞ | |
| Chicago & Alton.....115½ | .... | .... | 114½ | 114½ | 114 | |
| " pref..... ...115 | .... | .... | .... | .... | .... | |
| " 1 M..... .101 | 102½ | .... | .... | .... | .... | |
| " S. F..... 96 | .... | .... | .... | .... | .... | |
| " Inc. bds..... | .... | .... | .... | .... | .... | |
| Chicago, Burl. & Q..... | .... | .... | .... | .... | .... | |
| " 8s, 1883 ..... | .... | .... | .... | .... | .... | |
| Chi. & Gt. Eastern 1st m..... | .... | .... | .... | .... | .... | |
| Chic. & Northwestern . 79 | 79⅞ | 80⅞ | 81½ | 81½ | 81 | |
| " pref..... 88½ | 89⅞ | 92 | 91½ | 91 | 90½ | |
| " 1st M..... | .... | 94 | .... | .... | 94½ | |
| " S. F..... 97 | .... | .... | 97½ | .... | .... | |
| " Consol. .... 88½ | .... | 89 | 87x | .... | .... | |
| Chic., Rock Isl. & Pac..121½ | 123 | 123⅞ | 122⅞ | 121⅞ | 120⅞ | |
| Chicago & R. I. 7s, 1870..... | .... | .... | .... | .... | .... | |
| Chi., R. I. & Pa. 7s, 1896 98½ | .... | .... | 98½ | .... | 98½ | |
| Clev., Col., C. and Ind.. 79 | 79½ | 79 | .... | 79 | .... | |
| Clev. and Pittsburg.....106⅞ | 106⅞ | 107½ | 106 | .... | .... | |
| " 2 M..... | .... | .... | .... | .... | .... | |
| " 3 M..... | .... | .... | .... | .... | .... | |
| " 4 M..... | .... | .... | .... | .... | .... | |
| Clev. and Toledo..... | .... | .... | .... | .... | .... | |
| " S. F. 7s..... | .... | .... | .... | .... | .... | |
| Col., Chi., & Ind. C..... 21 | 20 | 20 | 19⅞ | 19½ | 19 | |
| " 1 M..... 81⅞ | 82½ | 82½ | 83 | 83 | 83 | |
| " 2 M..... 62½ | .... | 63 | .... | .... | .... | |
| Cumberland Coal pref.. 32½ | 32½ | .... | 32½ | .... | .... | |
| Del. & Hudson Canal...123 | 124½ | 124½ | .... | 124 | .... | |
| Del. Lack. & Western.109 | 109⅞ | 110½ | 112 | 112½ | 111½ | |
| " 1 M. 7s..... 97 | .... | .... | 98 | 98 | 98 | |
| " 2 M. 7s..... | .... | .... | .... | .... | .... | |
| Dubuque & Sioux City.108½ | .... | 108 | 108 | .... | 108 | |
| Erie Railway..... 24 | .... | 25 | 24⅞ | 24½ | 24½ | |
| " pref..... 46½ | 48 | 48½ | 48⅞ | .... | .... | |
| " 1 M. 7s, 1897..... | .... | .... | .... | .... | .... | |
| " 2 M. 7s, 1879 97 | .... | 95½ | .... | .... | .... | |
| " 3 M. 7s, 1883 88½ | 88½ | 88 | 88 | .... | .... | |
| " 4 M. 7s, 1880..... | .... | 84 | 84½ | .... | .... | |
| " 5 M. 7s, 1888..... | .... | .... | .... | .... | .... | |
| Great Western 2d mort. 81½ | 81½ | .... | .... | 78x | 78 | |
| Hannibal & St. Joseph.112½ | 112 | 113 | .... | 112 | 111½ | |
| " pref.111½ | 110½ | 111½ | .... | 110½ | 110 | |
| Hudson River..... | .... | .... | .... | .... | .... | |
| " 1 M. 7s, 1869..... | .... | .... | .... | .... | .... | |
| " 2 M. S. F...104 | .... | .... | .... | .... | .... | |
| " 3 M. 7s, 1875..... | .... | .... | .... | .... | .... | |
| Illinois Central .....141 | 141½ | 142 | .... | .... | .... | |
| " bonds ..... | .... | .... | .... | .... | .... | |
| Lake Shore & Mich.S'th. 97 | 97⅞ | 98⅞ | 98½ | 98½ | 97½ | |
| Lake Shore Div. bonds. 91 | 91 | .... | 92½ | .... | 92½ | |
| Marietta & Cin. 1st pref..... | 19 | .... | .... | .... | .... | |
| " 2d pref..... | .... | .... | .... | .... | .... | |
| Michigan Central.....125½ | .... | 125½ | 125½ | 124½ | 123½ | |
| " S.F. 8s, 1882..... | .... | .... | .... | .... | .... | |
| " conv. 8s, '69..... | .... | .... | .... | .... | .... | |
| M. S. and N. I. 1 M. S. F. 102 | .... | 102 | 98x | .... | 98½ | |
| " 2 M..... 98 | .... | .... | 94x | 94½ | .... | |
| Mariposa Mining Co... 7½ | 8 | .... | 7½ | .... | .... | |
| " pref..... 15 | 16 | 16⅞ | .... | 15½ | 16 | |
| " Tr. 10s ctfs..... | 46½ | .... | .... | .... | .... | |
| Milw. and St. Paul..... 64⅞ | 65 | 66 | 65½ | 64⅞ | 64½ | |
| " pref..... 79 | 78⅞ | 80⅞ | 79⅞ | 78½ | 77½ | |
| " 1st mort..... 93 | .... | .... | .... | .... | 93½ | |
| " 2d mort..... | .... | .... | .... | .... | .... | |
| " 8s.....105½ | .... | .... | .... | .... | .... | |
| " 7 3-10s con.. 93 | .... | .... | .... | .... | .... | |
| Missouri 6s ..... 92⅞ | 92⅞ | .... | 92½ | .... | 92 | |
| " H. & St. J. iss..... | .... | .... | 92½ | .... | .... | |
| Morris and Essex..... 93 | 93 | .... | 92⅞ | 92½ | 92½ | |
| " 1st mort..... | .... | .... | .... | 100x | .... | |
| " 2d mort..... 97 | .... | .... | 97½ | 98½ | 97½ | |
| New York Central..... | .... | .... | .... | .... | .... | |
| " 7s, S.F. 1876..... 103 | 103½ | .... | .... | .... | .... | |
| " 7s, conv. '76..... | .... | .... | .... | .... | .... | |
| " 6s, S.F. 1883 93½ | .... | .... | .... | .... | 89x | |
| " 6s, S.F. 1887..... | .... | .... | .... | .... | .... | |
| N. Y. Cen. & Hud. Riv. 96⅞ | 97 | 96½ | 97⅞ | 97⅞ | 97½ | |
| " certificates. 94 | 93⅞ | 94⅞ | 94⅞ | 94½ | 93½ | |
| N. York and Harlem...147 | 148⅞ | 148½ | 147 | 143 | 142 | |
| " pref..... | .... | .... | .... | .... | .... | |
| " 1 M. 7s, 1873..... | .... | .... | .... | .... | .... | |
| N. Carolina 6s ..... 47½ | .... | .... | .... | 47½ | 47⅞ | |
| " new ..... 23⅞ | 23⅞ | 23⅞ | 23⅞ | .... | 23⅞ | |
| Ohio and Miss..... 35½ | 35½ | 36½ | 36½ | 37 | 37 | |
| " pref..... | 74 | 74 | .... | .... | .... | |
| " 1st M..... 97½ | .... | .... | .... | .... | .... | |
| Pacific Mail S. S. Co.... 42⅞ | 43½ | 43⅞ | 41½ | 41⅞ | 41⅞ | |
| Panama ..... 153 | .... | 153 | 154 | .... | .... | |
| Phila. and Reading.....102⅞ | 102½ | 103 | 102 | 101⅞ | 101⅞ | |
| Pitts., Ft. W. & Chi. gtd. 93 | 94½ | 94½ | 94½ | 94 | 94 | |
| " 1 M..... | .... | .... | 104 | 104 | .... | |
| " 2 M..... | .... | .... | .... | .... | 98½ | |
| " 3 M..... | .... | .... | .... | .... | .... | |
| Quicksilver Mining Co.. 9 | 9½ | 10 | .... | 10 | .... | |
| St. L., Alton & T. H.... 35½ | 36 | .... | .... | .... | .... | |
| " pref..... 64 | 64 | 64 | .... | 64 | 64 | |
| " 1 M..... | .... | 95 | .... | .... | .... | |
| " 2 M. pref... 84½ | .... | .... | .... | 85½ | 85½ | |
| " Income bds 81½ | .... | .... | .... | 78x | .... | |
| Tennessee 6s..... 59⅞ | 60⅞ | .... | 59⅞ | 60 | 60½ | |
| " new..... 57½ | 56⅞ | 57½ | 57⅞ | 56½ | 56 | |
| Tol., Wab. & Western.. 54⅞ | 54½ | 54½ | 53 | 52½ | 51⅞ | |
| " pref..... | .... | .... | .... | .... | 72 | |
| " 1 M. ex..... | .... | 93 | .... | .... | 93 | |
| " 2 M..... 85 | .... | .... | .... | .... | 82½ | |
| " Equipment. 80½ | .... | 80½ | .... | .... | .... | |
| Union Pacific 1st mort.. 86½ | .... | .... | 86½ | .... | 85⅞ | |
| Virginia 6s, ex-coupon..... | .... | 69½ | .... | .... | 70 | |
| " new ..... 70½ | .... | .... | .... | 69½ | .... | |

### New York Stock Exchange.

*Actual Sale Prices for the week ending May 4.*

| | Th.28. | F.29. | Sat.30. | M.2 | Tu.3. | W.4 |
|---|---|---|---|---|---|---|
| FEDERAL STOCKS:— | | | | | | |
| U. S. 5s, 1871, reg | .... | .... | .... | .... | .... | .... |
| U. S. 5s, 1871, coup | .... | .... | .... | .... | .... | .... |
| U. S. 5s, 1874, reg | .... | .... | .... | .... | .... | .... |
| U. S. 5s, 1874, coup | .... | .... | .... | .... | .... | .... |
| U. S. 5s, 10-40s, coup | 108½ | 108½ | 107⅞ | 108⅝ | 108⅛ | 108½ |
| U. S. 5s, 10-40s, reg | 106½ | 107 | 107¼ | 107 | 106 | 106⅝ |
| U. S. 6s, 1881, reg | 116⅝ | .... | .... | .... | 116½ | 116⅝ |
| U. S. 6s, 1881, coup | 116⅞ | 116½ | .... | 117 | 116⅝ | .... |
| U. S. 6s, '81, O.W.L. y | .... | .... | .... | .... | .... | .... |
| U. S. 6s, 1881, .. ½ y | .... | .... | .... | .... | .... | .... |
| U. S. 6s, 5-20s. reg. '62 | 110¼ | .... | .... | 111¼ | 110⅝ | .... |
| U. S. 6s, 5-20s, c. 1862 | 115⅛ | 115½ | .... | 112½x | 111½ | 111⅝ |
| U. S. 6s, 5-20s, reg. '64 | 114⅝ | .... | .... | .... | .... | .... |
| U. S. 6s, 5-20s, c. 1864 | 114⅝ | 114 | 113⅞ | 111½x | 110⅝ | 110¾ |
| U. S. 6s, 5-20s, reg. '65 | .... | .... | 110½ | .... | .... | 110½ |
| U. S. 6s, 5-20s, c. 1865 | 114⅝ | 114½ | .... | 111½x | 110⅝ | 110⅞ |
| U. S. 6s, 5-20s, r. n. '65 | 112¾ | .... | .... | .... | .... | .... |
| U. S. 6s, 5-20s, c. n. '65 | 113½ | 112⅞ | 112½ | 113¾ | 113 | 112¾ |
| U. S. 6s, 5-20s, reg. '67 | 113½ | 112⅞ | .... | .... | .... | 113 |
| U. S. 6s, 5-20s, c. 1867 | 113⅝ | 112⅞ | 112⅞ | 114½ | 113⅝ | 113½ |
| U. S. 6s, 5-20s, reg. '68 | .... | .... | .... | .... | .... | .... |
| U. S. 6s, 5-20s, c. '68 | 113½ | .... | .... | 114½ | 113⅝ | .... |
| U. S. 6s, Pac.R.R.issue | 112⅝ | .... | 112½ | 112⅝ | .... | 112⅝ |

### Philadelphia Stock Exchange.

*Actual Sale Prices for the week ending May 3.*

| | W.27. | Th.28. | F.29. | Sat.30. | M.2. | Tu.3 |
|---|---|---|---|---|---|---|
| Catawissa | .... | .... | .... | .... | .... | .... |
| preferred | 37⅞ | 37⅞ | .... | .... | .... | 37¾ |
| Camden and Amboy | 122 | 122 | 122 | .... | 121 | 120½ |
| .. 6s, 1870 | .... | .... | .... | .... | .... | .... |
| .. 6s, 1875 | .... | .... | .... | .... | .... | .... |
| .. 6s, 1883 | .... | .... | .... | .... | 89 | 90 |
| .. 6s, 1889 | .... | .... | .... | .... | .... | 88⅝ |
| .. mort. 6s, '89 | .... | .... | 97⅞ | .... | .... | 94x |
| Elmira & Williamsport | .... | .... | .... | .... | .... | .... |
| .. pref | 40 | .... | .... | .... | .... | .... |
| .. 7s | .... | .... | .... | .... | .... | 94 |
| Lehigh Navigation | 34¾ | 34½ | 34⅝ | .... | .... | .... |
| .. 6s, 1884 | .... | .... | .... | .... | 87 | 87 |
| .. Gold L | 93½ | 93½ | 93 | .... | 93½ | 92½ |
| .. R. R. L | .... | .... | .... | 91 | .... | .... |
| Lehigh Valley R.R | 56 | 56 | 56 | 56 | 55⅞ | 55⅞ |
| .. 6s new coup | .... | .... | 97 | .... | .... | 97½ |
| .. 6s new reg | .... | .... | .... | .... | .... | .... |
| Little Schuylkill R.R | .... | .... | .... | .... | .... | .... |
| .. 7s | .... | .... | .... | .... | .... | .... |
| Minehill | 53¾ | .... | .... | .... | 52¾ | .... |
| Morris Canal | .... | .... | .... | .... | .... | .... |
| .. pref | 65 | .... | .... | .... | .... | .... |
| .. 6s, 1876 | 85 | .... | .... | .... | .... | .... |
| North Pennsylvania | .... | .... | .... | .... | .... | .... |
| .. 6s, 1880 | .... | .... | .... | .... | .... | .... |
| .. 7s | 91½ | .... | .... | 91½ | .... | .... |
| .. 10s, 1887 | .... | .... | .... | .... | .... | .... |
| Northern Central | 45½ | .... | .... | 45½ | .... | .... |
| Pennsylvania R. R | 58⅝ | 58⅝ | 58⅝ | 58 | 58 | 56x |
| .. 1st M | 100 | .... | 100½ | .... | .... | 100½ |
| .. 2d M | .... | .... | .... | .... | 97 | .... |
| Penn. State, 6s. 1st series | 104½ | .... | .... | .... | .... | .... |
| .. 6s, 2d series | .... | .... | .... | .... | .... | .... |
| .. 6s, 3d series | .... | .... | .... | 110 | .... | .... |
| .. 6s, W. L | .... | .... | .... | .... | .... | .... |
| Philadelphia City, 6s | 102 | .... | .... | .... | .... | .... |
| .. new | 102¼ | 102⅜ | 102⅞ | 102¾ | 102⅞ | 102¾ |
| Philad., Germ. & Nor | .... | .... | .... | .... | .... | .... |
| Phila. & Reading | 50¾ | 51⅛ | 51 | 51⅜ | 51 | 50⅛ |
| .. 7s, 1893 | .... | .... | .... | .... | .... | .... |
| Philadelphia and Erie | .... | .... | .... | 92 | .... | 28½ |
| .. 6s | 89½ | .... | .... | .... | .... | .... |
| .. 7s | 91½ | 91½ | 91½ | .... | 92 | 92 |
| Schuylkill Navigation | .... | .... | .... | .... | .... | .... |
| .. pref | .... | .... | .... | 17½ | .... | .... |
| .. 6s, 1882 | 59 | .... | 57⅞ | .... | .... | 59 |
| .. 6s, 1876 | .... | .... | .... | .... | .... | .... |
| .. 6s, 1872 | .... | .... | .... | .... | .... | .... |
| Susq. Canal | .... | .... | .... | .... | .... | .... |
| .. 6s, 1878 | .... | .... | .... | .... | .... | .... |
| Union Canal, pref | .... | .... | .... | .... | .... | .... |
| .. 6s, 1878 | .... | .... | .... | .... | .... | .... |
| Hestonville, (Horse) | 13½ | 13½ | 13½ | 13½ | .... | .... |
| Chestnut & Wal. | .... | .... | .... | .... | .... | 44 |
| Green & Coates | .... | .... | .... | .... | .... | 38 |
| 2d and 3d streets | .... | .... | .... | .... | .... | .... |
| Spruce and Pine | .... | .... | .... | .... | .... | .... |
| 13th and 15th sts. | .... | .... | .... | .... | .... | .... |

### Baltimore Stock Exchange.

*Actual Sale Prices for the week ending May 3.*

| | W.27. | Th.28. | F.29. | Sat.30. | M.2. | Tu.3 |
|---|---|---|---|---|---|---|
| Baltimore City 6s, 1875 | .... | .... | 93¾ | .... | 94½ | 93¾ |
| .. 1886 | 94 | .... | .... | 93⅝ | .... | .... |
| .. 1890 | 93¾ | 94 | 94 | .... | 94½ | 94½ |
| .. 1884 | .... | .... | .... | .... | 93½ | .... |
| Balt and Ohio | 137 | .... | .... | .... | .... | .... |
| .. bonds, 1875. | 95½ | .... | .... | .... | .... | .... |
| .. .. 1880 | .... | .... | .... | .... | .... | .... |
| .. .. 1885. | 94½ | 94 | .... | .... | .... | 94 |
| Marietta & Cin. 1st M | 92 | 92½ | .... | .... | 92½ | .... |
| .. 2d M | .... | 73⅞ | 73⅞ | .... | 70½x | .... |
| Northern Central | 45 | 45 | .... | .... | 45 | 45 |
| .. bonds, 1885 | .... | .... | .... | .... | .... | .... |
| .. .. 1900 | .... | .... | .... | .... | .... | .... |
| N. W. Va. 1st mort | .... | .... | .... | .... | .... | .... |
| .. 2d mort | .... | .... | .... | .... | .... | .... |
| .. 3d mort | .... | .... | .... | .... | .... | .... |
| City Passenger R. R | 19 | .... | .... | .... | 19 | .... |

### Boston Stock Exchange.

*Actual Sale Prices for the week ending May 4.*

| | Th.28. | F.29. | Sat.30. | M.2 | Tu.3. | W.4 |
|---|---|---|---|---|---|---|
| Boston and Albany | 149½ | 149¾ | .... | .... | .... | 149½ |
| Boston and Lowell | 133 | .... | .... | .... | .... | .... |
| Boston and Maine | 146½ | .... | .... | .... | .... | .... |
| Boston and Providence | .... | .... | 145 | 145 | .... | .... |
| Boston, Hartford & Erie | 4⅝ | 5⅛ | 5⅛ | 5⅝ | 4⅞ | 5⅝ |
| .. 7s, new | 36½ | 36⅝ | 37⅛ | 37⅝ | 38⅞ | 38½ |
| Cheshire, pref | .... | .... | .... | .... | 87 | .... |
| Concord | .... | 78 | .... | .... | 77½ | 77½ |
| Connecticut River | .... | .... | .... | .... | .... | .... |
| Eastern | 119½ | .... | 120 | 120½ | 121 | .... |
| Fitchburg | 135¾ | .... | 136 | .... | 136 | .... |
| Manchester & Lawr'ce | .... | .... | .... | .... | .... | .... |
| Michigan Central | 125½ | 125 | .... | .... | 125 | 124⅝ |
| Northern, N. H | .... | .... | .... | 120 | 120 | 120 |
| Ogdens. & Lake Champ | 84 | .... | 84 | 84 | .... | 84½ |
| .. pref | .... | .... | .... | 105½ | .... | .... |
| Old Colony & Newport | 100 | .... | .... | .... | .... | 100 |
| Ph., Wil. & Baltimore | 54 | 54½ | .... | 54¼ | 54¼ | 54½ |
| Portl'd, Saco & Ports | 105¾ | .... | .... | .... | .... | .... |
| Union Pacific | 42½ | .... | .... | 44½ | .... | 42 |
| " 6s | 84½ | 84¾ | 85 | 85 | 84½ | 84 |
| " Land Grant 7s | 76½ | 76¾ | 77½ | 76¾ | .... | 76½ |
| " Income 10s | 85½ | 87 | 87½ | 86¾ | 86 | 86½ |
| Vermont & Canada | 105 | 105 | .... | 105½ | .... | .... |
| Vermont & Mass | .... | .... | .... | .... | .... | .... |
| South Boston (Horse) | .... | .... | .... | .... | .... | .... |
| Cambridge | .... | .... | .... | .... | .... | .... |
| Metropolitan | .... | 69 | .... | .... | .... | .... |
| Middlesex | .... | .... | 73 | .... | .... | .... |
| Central Mining Co | .... | .... | .... | .... | .... | .... |
| Copper Falls | .... | .... | .... | .... | .... | .... |
| Franklin | .... | .... | .... | .... | .... | 4 |
| Huron | .... | .... | .... | .... | .... | .... |
| Isle Royale | .... | .... | .... | .... | .... | .... |
| National | .... | .... | .... | .... | .... | .... |
| Pewabic | .... | .... | .... | .... | .... | 2½ |
| Pittsburg | .... | .... | .... | .... | .... | .... |
| Quincy | .... | .... | .... | .... | 18 | .... |

### London Stock Exchange.

| | Closing Prices. April 8. | Closing Prices. April 15. |
|---|---|---|
| Atl. & Gt. West. N. Y. sec. 7 per ct. | | |
| 1st mort., 1880 | 63 — 68 | 63 — 68 |
| Do. do., 2d mort., 1881 | 50 — 60 | 55 — 60 |
| Do. Penn., 1st mort., 1877 | 63 — 68 | 63 — 68 |
| Do. do., 2d mort., 1882 | 50 — 60 | 50 — 60 |
| Do. Consol. 7 per cent. mort. 1890 | 28 — 29 | 27½— 28½ |
| Detroit and Milwaukee 1st mort. 7s | 70 — 75 | 70 — 75 |
| Do. 2d mort. 8 p. c. | 70 — 75 | 70 — 75 |
| Erie shares 100 dol. all paid | 20¾— 21½ | 20½— 21 |
| Do. sterlg. 6 p. c. convertible bonds | 64 — 68 | 64 — 68 |
| Do. 3d mort. 7 p. c. 1883 | 70 — 75 | 70 — 75 |
| Illinois Central, 6 per cent., 1875 | — — — | — — — |
| Do. Redemption mort. bonds 6 p. c. | 99 —101 | 99 —101 |
| Do. 7 per cent., 1875 | 85 — 90 | 85 — 90 |
| Do. 100 dol. shares, all paid | 113½—114½ | 113 —114 |
| Marietta and Cin. R. R. bonds 7 p. c. | 82 — 84 | 82 — 84 |
| New York Central, 100 dols. shares | — — — | — — — |
| Panama General mort. 7s, 1897 | 106 —108 | 103 —105 |
| Penn. R. R. bonds, 2d mort. 6 per ct. | 94 — 96 | 94 — 96 |
| Do. General mort. 6 p. c. 1910 | 90½— 91½ | 90½— 91½ |
| Do. $50 shares | 45 — 47 | 45 — 47 |
| Philadelphia and Erie 1st mort. 1881. | 88 — 92 | 88 — 92 |
| Do. with option to be paid in Phila. | 88 — 92 | 88 — 92 |


## American Railroad Journal.

**Saturday, May 7, 1870.**


### Stock Exchange and Money Market.

Money has been in more active demand since our last, chiefly for speculative use, but the wants of the principal borrowers have been promptly met on the basis of 4@6, mainly at 5@6 per cent. on call, and 6½@9 per cent. per annum in the discount form. An unusually strong exhibit was made by the city banks in their last weekly statement, which showed a gain of about 5¼ millions of deposits, 3½ millions of specie, and 1⅞ millions of legal tender notes, as the result of the week's movements. The U. S. Sub-Treasury added 2¼ millions to its specie reserve, but reported a loss of nearly a million of currency. The general balance of the office at the opening of business on Monday was 88¼ millions against 82⅞ millions at the commencement of April. The Treasury Department controlled 122½ millions of coin and currency, all told, on the 1st inst., as against 112⅞ millions on the 1st of April. The coin balance on the 1st inst. was 115½ millions, including 33⅞ millions represented by outstanding coin certificates. The currency balance was nearly seven millions.

The specie reserve of the city banks according to the latest return is $28,817,596, against $9,267,635 same time last year. The city bank deposits are now $208,789,350, against $183,948,565 week ending May 1, 1869. The legal tender reserve amounts to $54,944,865, against $56,495,722 same time last year. The circulation now stands at $33,506,393, against $23,972,058 same time last year. The loans are now $269,504,285, against $269,485,160 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $108,919,186 a day, against a daily average of $74,076,755 the preceding week, and $71,561,500 the week ending with April 16, 1870. The current week's exchanges average about 123 millions a day. The city banks, last week, reported a gain of $3,507,274 of specie, with $5,205,975 of deposits, and $1,825,219 of legal tender notes. They increased their loans, $488,006; and reduced their circulation, $110,535.

The city bank exchanges on Wednesday were about 129 millions.

National Bank notes to the amount of $230,655 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $323,820,586, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $23,853,223, leaving, with the existing 1,614 banks, (having an aggregate capital of $427,004,247,) an actual circulation at this date, of $299,467,363. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,251,350; and for the public deposits, $16,663 000—making a total of $358,914,350. The Treasury Department last week redeemed and destroyed $785,175 of worn and mutilated fractional currency, and issued $492,325 of new.

The U. S. Sub-Treasury receipts, week ending with April 30, were $3,618,947 in coin, (including $2,713,000 from customs duties,) and $2,646,740 in currency; payments, $1,385,007 in coin, (including $672,407 of coin interest,) and $3,476,915 in currency; balance at the close of the week, $88,231,250 (including $85,123,426, of coin, and $1,913,340 of currency,) against $87,271,970 at the close of the preceding week, showing an increase of $959,280. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $561,311 in coin, (including $414,000 from customs,) and $327,222 in currency; payments, $7,873,807 in coin, (including $7,772,407 of coin interest,) and $432,997 in currency. On Tuesday, receipts, $991,150 in coin (including $443,994 from customs), and $1,287,831 in currency; payments, $1,816,469 in coin (including $1,300,000 of coin interest) and $400,419 of currency. The balance at the close of business on Tuesday stood at $89,412,673, (including $2,694,977 of currency, and $76,985,611 of coin,) against $88,453,470 a week previous; and $84,803,804 on April 16, 1870. The aggregate receipts of the office in April were $38,914,767, including $13,198.882 from customs; aggregate payments, $33,538,278 including $836,564 of coin interest; balance at the close of the month, $88,231,250, against $82,854,761 at the close of March.

The U. S. Sub-Treasurer issued in April $1,317,500 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,428,434 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $89,595,099.

Government revenues have been yielding quite satisfactorily, since our last. The excises, during the week yielded about $3,617,449; customs at the port of New York, $2,601,434, and at the outports about $850,000 (in coin) more, making the grand total income for the week equal to about $7,586,674 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $137,196,399.

The coin balance of the Treasury Department on Monday was $115,525,214, including $33,840,400 on private deposit; currency balance, $6,952,094.

Gold has been more active and, on the whole, much firmer in price since our last, the range having been from 114⅜@115⅝, and the closing quotations on Wednesday 114⅜@114½. The speculative demand has been more confident. On Monday, Government officially announced that it would sell four millions of Gold in May, namely a million on May 4th, 11th, 18th, and 25th respectively; and further that it would purchase in May, six millions of Five-Twenties as follows: Thursday, May 5, $2,000,000; Thursday, May 12, $1,000,000; Thursday, May 19, $2,000,000; Thursday, May 26, $1,000,000. On Weduesday, the opening sale of Government Gold, for May took place, when the million was awarded at from 114 60@114 76. The subsequent sales at the Gold Exchange were on a lower basis, the market closing less buoyantly. At the close of April the U. S. Treasurer at Washington, drew about $1,000,000 May interest on the Bonds which he holds as Commissioner *ex officio* of the Sinking Fund. This amount he caused to be sold on Saturday, through the Assistant Trdasurer in this city, and at the same time caused $1,000,000 United States 5-20s to be purchased, as with the proceeds, thus compounding or reinvesting the accumulated interest on the Bonds held for Sinking Fund account. The export of specie from this port last week were $774,919, including over half a million of silver.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $77,161,123.

The customs revenue of the port on Wednesday was $658,000.

The actual coin interest payments of the Sub-Treasury on Wednesday were $560,645.

The customs demand for Gold last week, averaged $452,170 a day; thus far, this week, it has averaged $429,000 a day, or equal to a weekly aggregate of $2,574,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $187,056; and since Jan. 1, 1870, $6,308,883, against $8,314,442 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $112,223,662, against $106,197,350 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to April 22, was $2,390,150, against $2,283,890 same time last year.

The exports of specie, from this port, last week, were $774,919, against $569,289 same week last year; total, since July 1, 1869, $24,778,297, against $32,691,854 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $672,407, and since July 1, 1869, $68,179,646, against $74,633,236 in 1868–'69.

The specie exports from San Francisco, from change compare as follows with former returns: Jan. 1 to April 22d, were $12,995,698, against $12,264,553 same time last year.

Foreign Exchange has been less active closing weak and irregular. Bankers' prime sixty day bills on London closed less buoyantly on Wednesday at 109⅛@109⅜, and on Paris to 5.21¼@5.16¼; sight bills on London to 109¾@110, and on Paris to 5.15⅝@5.13¾. The offerings of produce bills have been fair since our last. The week's exports of domestic produce have been to the currency value of $3,439,671, making the total since July 1, 1869, $169,558,096, against $136,372,995 same time preceding fiscal year.

Government securities have been in active demand, mainly on investment account, at advanced prices, though the later dealings showed a slight reaction from the highest figures of the week. The offering of bonds have been moderate at the going rates. Government bought in two millions of Five Twenties on Thursday at about the open market prices. The last Public Debt statement was unexpectedly favorable. It showed a reduction in the aggregate indebtedness of nearly 11¾ millions, making the aggregate liquidation, since May 1, 1869, $97,933,066.

U. S. sixes of 1881 closed here at 116½@116¾; U. S. Five-twenties of 1862, ex May coupon, 111½@111¾; U. S. Five-twenties of 1864 at 110¼@110⅝; U. S. Five-twenties of 1865 at 110⅝@112⅞; U. S. Five-twenties of 1865 consolidated, 112½@112⅝; U. S. Five-twenties of 1867, 113⅜@113½; U. S. Five-twenties of 1868, 113¼@113⅜; U. S. Ten-forties at 107⅝@107⅞; U. S. Six per cent. currency bonds, 112¼@112½.

Central Pacific Sixes closed on Wednesday at Frankfort at 77@77¼.

The latest quotations at the London Stock Exchange compare as follows with former returns;

| | April 20. | Aprll 27. | May 4. |
|---|---|---|---|
| Consols | 94¼ | 94⅛ | 94⅛ |
| U.S. 5-20's of 1862 | 88⅛ | 88⅜ | 88⅝ |
| U. S. 5-20s, 1865 | 87¾ | 87⅞ | 88⅛ |
| " 1867 | 89⅛ | 89⅜ | 90⅛ |
| " 10-40s | 86 | 86 | 86 |
| Erie | 20¼ | 18¾ | 18¾ |
| Ill. Central | 113 | 111½ | 112 |
| At. and Gt. West | .... | 27 | 27½ |

A fairly active business has been reported in State and Railway bonds at generally buoyant prices. Central Pacific Sixes closed at 91¾@92. Union Pacific Sixes at 85¾@86; and the new Chesapeake and Ohio First Mortgage Thirty year Bonds at 90 per cent. and accrued interest in currency.

Railway and miscellaneous share property has been unusually active, since our last, at much higher prices, though the fluctuations have been wide and frequent.

Business in domestic produce has been fairly active. Prices have been quoted steady and buoyant in most instances. At the close, the market showed less firmness for cotton, Breadstuffs, and Provisions. Middling upland cotton closed on Wednesday at 23 cts. per lb. The stock of cotton now here is given at about 45,000 bales. The receipts at the port this week, have averaged about 4,600 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,540,000 bales, against 1,897,550 bales in 1868–'9; exports, same time 1,778,150 bales, against 1,210,675 bales same time in 1868–'9; stock on hand at latest dates, 326,500 bales, against 255,150 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 4,896 pkgs., against 8,812 pkgs., same time in 1869. From Boston, 1,252 pkgs. in 1870, against 3,525 pkgs. same time in 1869.

Foreign goods have been in fair demand and held with confidence. The week's imports of foreign dry goods were to the specie value of $1,692,265; and of foreign merchandise, $5,746,255, making a total of $7,438,520, against $9,703,952 same week last year.

At the Live Stock markets, this week, Beeves have been in less demand at from 12@17c. per lb.; week's receipts, 6,970. Milch cows have been in moderate request, at $40@$100 each, receipts, 90. Veal calves have been less sought after, at from 5@10c. per lb.; receipts, 4,003. Sheep moderately active at from 6@9½c.; lambs at 12 @19c. per lb.; receipts, 12,401. Swine quiet at 9⅞@10¼c. per lb., all live weight; receipts, 11,690.

The Ocean freight market has been comparatively quiet since our last. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 3d@1s. 6d. by steamer, per bbl.; grain at 3½d.@4 by sail, and 4d. by steamer, per bushel; cotton at ⅛d. by sail, and ¼d. by steamer per lb.; and heavy goods 10s. @25s. by sail, and 12s.6d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 447.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending May 3, and since the beginning of the year:

| | 1869. | 1870. |
|---|---|---|
| For the week | $2,809,834 | $3,439,671 |
| Previously reported | 52,761,008 | 54,323,425 |
| Since Jan. 1 | $55,570,842 | $57,763,096 |

The imports for the week ending April 30, and since the beginning of the year, have been as follows:

| | 1869. | 1870. |
|---|---|---|
| Dry goods | $1,880,467 | $1,692,265 |
| Gen. merchandise | 7,823,485 | 5,746,255 |
| Total for the week | $9,703,952 | $7,438,520 |
| Previously reported | 98,793,574 | 94,223,967 |
| Since January 1 | $108,497,526 | $101,662,487 |

The balance in the Sub-Treasury on Wednesday was $89,577,089 97.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

*New York.*—Arkansas 7s, issued to Little Rock and Fort Smith R. R., 75½; Louisiana 6s, 76½; do., 6s, Levee bonds, ex-int., 72¾; do., 8s, Levee bonds, 91¾; South Carolina 6s, new, Jan. and July, 82; New York State Bounty Loan coupon 110⅛; Alabama 8s, 103½; Georgia 7s, 95¼; Toledo, Wabash and Western consol. bonds, 79½; Buffalo, New York and Erie 1st mort., 91; Ohio and Miss. consol. bonds, 87; North Missouri 1st

mort., 86½; Morris and Essex con. bonds, 89½; Toledo, Peoria and Warsaw 1st mort., W. D., 83¾; N. Y. and N. H. R. R., 151; do., scrip, 140¾; St. Louis and Iron Mt., 44¾; do., 1st mort., 88½; New Jersey R. R., 122; Brooklyn 6s, W. L., 94¼; Western Union Telegraph, 33⅜; Consol. Coal Co. of Md., 28; Atlantic Mail Steamship Co., 25; Quicksilver Min., pref., 16; Adams Exp., Co., 63½; Am. Mer. Union Exp., 41; Wells-Fargo Exp., 17½; U. S. Exp., 43¾; Black Hawk Gold, 0.30; Central gold, 0.23; Consol. Gregory gold, 1.60; Grass Valley gold, 0.25, Quartz Hill gold, 0.30; Smith and Parmalee gold, 1.35.

*Philadelphia.*—West Pennsylvania R. R. bonds, 80; Phila. and Reading 6s, 1843-'80, 93; Harrisburg and Lancaster R. R. bonds, 91; West Jersey R. R., 63; do., 7s, 97; Penn. and N. Y. Canal 7s, 93¼; Lehigh Nav. conv. loan, 78; Phila. and Sunbury 7s, 95½; Huntingdon and Broad Top Mt., consol. mort., 27½; Oil Creek and Allegheny River R. R., 42⅛; Chesapeake and Delaware Canal, 40½; do., 6s, 94⅛; West Phila. R. R., 61½; Germantown Passenger R. R., 28¼; Pennsylvania Canal, 22; Pittsburg 4s, 57; Penn. State coupon, 5s, 103; North Carbondale Coal, 2; N. Y. and Middle, 4⅞; Feeder Dam oil, 31. The latest quotations are: City 6s, 101½@102; do., free of tax, 102⅝@102¾; State 5s, coupon, 102@104; do., 6s, W. L., 103@104; do., 1st series, 104@105; do., 2d series, 107@108; do., 3d series, 109¾@110; Reading, 50⅝@50⅝; do., 7s, 1893, 103½@105; do., mort. 6s, 1880, 93@93; Camden and Amboy, 120@120½; do., mort. 6s, 1889, 94@94; do., 1883, 89½@90½; do., 1889, 88@89; Penn. R. R., ex-div., 56⅜@56½; do., 1st mort., 100@100½; do., 2d mort., 96½@97; Little Schuylkill R. R., 43¼@44½; Morris Canal, 20@30; do., pref., 65@66; do., 6s, 84@85; do., scrip 7s, 65@70; Susquehanna Canal, 6@10; do., 6s, 46@48; Schuylkill Nav., 6½@8; do., pref., 16¾@17½; do., 6s, 1882, 58½@60; Elmira and Williamsport pref., 40@40; do., 7s, 1873, 94@95; do., 5s, 59@62; Lehigh Coal and Navigation, 34@34¼; do., 6s, 1884, 86¾@87¼; do., R. R. Loan, 91½@—; do., Gold Loan, 92¾@93; North Pennsylvania, 37½@38; do., 6s, 93@93¼; do., 7s, 88@—; do., Chattle 10s, 108@—; Philadelphia and Erie, 28¼@28½; do., 6s, 89½@90; Minehill, 53¼@53¾; Catawissa, pref., 37½@38; Lehigh Valley, 55¾@55⅞; do., 6s, 98½@100; do., 6s, reg., 97½@98½; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 43@44; Thirteenth and Fifteenth, 23@25; Spruce and Pine, 23@23¼; Green and Coates, 38@39; Chestnut and Walnut, 43@45; Hestonville, 13@13½; Union, 42@45.

*Boston.*—Keokuk and St. Paul R. R. 8s, 98¾; Vermont Central and Vermont and Canada 8s, 101¼@102; Vermont Central 1st mort., 84; do. 2d mort., 43¼; Burlington and Missouri River R. R. 8s, 1894, 100; do. 8s, (in Nebraska) 94¾; do. 7s, Land Grant, 89; Chicago and Southwestern 7s, guar., gold, 97½; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 94¼; Eastern R. R. 6s, 1889, reg., 96; do. 1885, 93¾; Cedar Rapids and Missouri 7s, 1916, 87½; Stanstead, Shefford and Chambly 7s, 81⅞; Jackson, Lansing and Saginaw R. R. 8s, 1885, 97¾; Lake Superior and Mississippi 7s, 1896, gold, 91; Cincinnati, Sandusky and Cleveland R. R. 22¾; do. pref., ex-Div., 35; Summit Branch, 80½; Norwich and Worcester R. R., 106½; Connecticut and Passumpsic Rivers pref., 85¾; Boston Water Power Co., 17⅞; Cary Imp., 6⅞; Waverly Land, 1¼; Massachusetts 5s, 1890, gold, 92¾; Maine 6s, 1889, 98; Boston 6s, currency, 100½; do. 5s, 1880@1883, gold, 96; Chicago 7s, 98; St. Louis 6s, Harbor Loan, 85¾; Brooklyn 6s, W. L., 93¾; Covington 7 3-10s, 100; Bangor 6s, 1894, R. R. Loan, 87⅛; Portland 6s, 1887, 92¾; Albany 6s, 1896, 93; Bath 6s, 1882, 91; Phoenix Mining Co., 18.

*Baltimore.*—Pittsburg and Cornellsville bonds, 92¼; Central Ohio 1st mort., 84; Western Maryland R. R. guar. by Washington County, 84; Orange, Alexandria and Manassas 7s, 79; Memphis City 6s, 50¼; Virginia 6s, old, reg., 56½; do. 1866, 66; do. 1867, 61¾; Baltimore Copper, 12. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92@92¼; Balt. and Ohio, 135@140; do., 6s, 1875, 95¼@96; do., 1880, 95⅞@96; do., 1885, 94@94½; Northern Central, 44¾@45; do., 6s, 1885, 90@91½; do., 1900, 86¼@87; do., 6s, 1900, gold, 96@98; Parkersburg Branch, 23½@26; N. W. Va. 1st mort., 95@96; do., 2d mort., 94@96; do., 3d mort. 1885, 91½@92; Marietta and Cincinnati 7s, 1892, 92@92½; do., 2d mort., 70⅛@70½; Central Ohio, 23@24; do., 1st mort., 83@84; Western Md. 6s, 1890, 76@77; do., guar., by Baltimore City, 92@92⅛; do., 2d mort., guar., 85@88; do., 6s, pref., 65@68; do., 6s, guar., by Washington Co., 84½@85; Richmond and Danville bonds, 74@—; Orange and Alexandria 1st mort., 6s, 70⅝@78; do., 2d mort., 6s, 76@76½; do, 3d mort., 8s, 86¾@—; do., 4th mort., 8s, —@74; Orange, Alexandria and Manassas 7s, 78½@79; Virginia and Tennessee 8s, 84@84¾; do., 6s, 1st mort., 75@—; do., 6s 2d mort., 73@74½; Baltimore 6s, 1875 94@94¼; do., 1886, 94@95; do., 1890, 94½@95; do., 1893, 90@90¼; do., 5s, 1838-'70, 73@79; Memphis City 6s, 50@51; Maryland Defense Loan, 1883, 102⅛@102⅜; City Passenger R. R. 18¾@19; George's Creek Coal, 62@66; Atlantic Coal, 2.00@2.00; Bare Hill, 0.10@0.13.

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**Alabama and Florida Union Railway Co.**

We are informed that an organization of this Company is being effected through responsible parties here, and that they will be in working condition at an early date. With the liberal State aid, and ample means, there is no doubt that this road from Montgomery to the Florida line will soon be an accomplished fact. Particulars with Messrs. PAULDING & HARNICKELL, 12 and 14 Cliff street, N. Y.

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☞ We invite attention to the card of Messrs. J. A. UNDERWOOD & SON, and CALDWELL & Co., in another column, offering for sale $400,000 of the First Mortgage 7 per cent. coupon bonds of the "Chicago, Cincinnati and Louisville Railroad Company." A full description of these bonds is given in the Advertisement, and in Circulars which will be forwarded upon application.

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☞ It is stated that the Fredericksburg and Gordonsville Railroad Co. has purchased four thousand tons of "T" iron already, enough to complete it to Orange Courthouse, a distance of thirty-nine miles. Hands will immediately be set to work in grading the road, building bridges, laying sills and cross-ties and rails. The work is understood to be under the patronage of the Pennsylvania Railroad Co.

☞ FOR SAFE, ELIGIBLE, FIRST-CLASS INVESTMENTS we recommend the BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY. The railroad line, of which the greater part is in successful and profitable operation, traverses the largest coal and iron fields in the country, and is also a direct, cheap and constant through route between the Mississippi Valley and the seaboard. It is backed by responsible and experienced management, and the bonds based thereon are abundantly secured by mortgage on the whole valuable property. Principal and interest in coin. PRICE 90 AND ACCRUED INTEREST. Coupon or registered. Interest payable May 1 and Nov. 1. Bonds of $100, $500 and $1,000.

An important advantage can now be realized by exchanging Government securities, at current rates, for these bonds, obtaining thereby a reliable investment having thirty years to run, bearing six per cent. gold interest, and a difference of over twenty per cent. for reinvestment.

For further particulars apply to

FISK & HATCH,

Bankers, &c., No. 5 Nassau st.

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**Northern Pacific Railroad.**

The Northern Pacific Railroad Company will receive proposals, until the 1st of June, for the grading, masonry, bridging, etc., of 230 miles of road in the State of Minnesota, extending from the Dallas of the St. Louis river to the Red river, together with everything requisite to complete the road bed for a single track, with necessary side tracks, ready for the rails. Proposals will also be received for cross-ties, rails, spikes and fixtures. It is the intention of the company to push through this portion of the road as rapidly as possible, and to have it open in twelve or fifteen months. In the mean time surveys will be made for other portions of the road, to be put under contract as fast as they can be got ready. Provisions for 3,000 men for seven months have been taken in on the line by sleighs. Plans, maps, profiles, etc., can be seen, and printed circulars containing full information obtained, by calling on EDWIN F. JOHNSON, Esq., Chief Engineer, or J. GREGORY SMITH, Esq., President, at the office of the company, No. 120 Broadway, N. Y.

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**West Wisconsin Railroad Bonds.**

We call the attention of our readers to the Bonds of the West Wisconsin Railroad Company, which are advertised for sale by Messrs. WHITE, MORRIS & Co., of 29 Wall street. These bonds are Government first mortgage, 7 per cent., Gold, sinking fund, with coupons payable January and July, free of tax, and are secured by a land grant which by disinterested and competent judges is estimated to be worth twice the amount of the mortgage when the road is completed. The proceeds of the lands are to be held by the Trustees as a sinking fund for the purchase or liquidation of the bonded debt. The road, when completed, will enter at once upon a heavy freight business between St. Paul and Milwaukee and Chicago—it being by far the shortest route between these important points. With these bonds at 90 flat, and gold at 115, together with the accrued interest from 1st January, it makes them a 12 per cent. investment the first year and 9 per cent. thereafter. The investor can at a glance appreciate the safety and cheapness of this security.

### The Public Debt Statement.

The following is a recapitulation of the public debt statement April 30, 1870:

| | |
|---|---|
| DEBT BEARING COIN INTEREST. | |
| Five per cent. bonds | $221,589,300 00 |
| Six per cent. bonds | 1,886,353,900 00 |
| Total | $2,107,943,200 00 |
| Accrued interest | 52,821,778 66 |
| DEBT BEARING INTEREST IN LAWFUL MONEY. | |
| Three per cent. certificates | $45,535,000 00 |
| Navy Pension fund 3 per cent | 14,000,000 00 |
| Total | $59,535,000 00 |
| Interest | 310,443 33 |
| Debt on which interest has ceased since maturity | $3,790,567 35 |
| Interest | $490,553 30 |
| DEBT BEARING NO INTEREST. | |
| Demand and legal tender notes | $356,107,221 00 |
| Fractional currency | 39,354,321 08 |
| Gold certificates of deposit | 33,840,400 00 |
| Total | $429,301,942 08 |
| Total amount outstanding | $2,600,570,709 43 |
| Total interest | 53,622,775 29 |
| Total debt, principal and interest, to date, including coupons due, and not presented for payment | $2,654,193,484 72 |
| AMOUNT IN TREASURY. | |
| Coin | $115,525,213 63 |
| Currency | 6,954,094 06 |
| Sinking fund in United States coin interest bonds, and accrued interest thereon | 33,266,162 68 |
| Other United States coin interest bonds purchased, and accrued interest thereon | 77,583,680 00 |
| Total | $233,329,150 37 |
| Debt less amount in Treasury | $2,420,864,334 35 |
| Debt less amount in Treasury April 1, 1870 | 2,432,562,127 74 |
| Decrease of debt during the past month | $11,697,793 39 |
| Decrease of debt since March 1st, 1869 | $104,598,925 66 |

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

| | Amount outstanding. | Accrued interest, not yet paid. |
|---|---|---|
| Union Pacific | $27,075,000 | $541,500 00 |
| Kansas Pacific, late Union Pacific, Eastern division | 6,303,000 | 126,060 00 |
| Sioux City and Pacific | 1,628,320 | 32,566 40 |
| Central Pacific | 25,881,000 | 511,795 78 |
| Central Branch Union Pacific—assignees of Atchison and Pike's Peak | 1,600,000 | 32,000 00 |
| Western Pacific | 1,970,000 | 38,266 40 |
| Totals | $64,457,320 | $1,282,188 58 |
| Interest paid by United States | | $6,879,832 51 |
| Interest repaid by transportation of mails, etc. | | 2,063,784 16 |
| Balance of interest paid by United States | | 4,816,048 35 |

☞ Articles of consolidation of the Bennington and Rutland and Lebanon Springs Railroad companies were filed in the office of the Secretary of State on the 23d of April. The officers of the road are Augustus Schell, President; R. J. Niven, Vice President; Russell C. Root, Secretary; Cornelius Vanderbilt, Jr., Treasurer. The road extends from Chatham Four-Corners, New York, to Bennington, Vermont. The capital stock is fixed at $4,000,000.

### Journal of Railroad Law.

RAILROAD COMPANIES—JURISDICTION OF STATE COURTS OVER FOREIGN JUDGMENTS.

The facts of the late case of Latimer *vs.* The Union Pacific Railway Eastern Division (43 Mo. 105) are fully and clearly stated in the following opinion by

WAGNER, J.—This was a suit brought upon a judgment rendered in the Supreme Court of the State of New York against the defendant, a corporation created under the laws of Kansas. The answer denied that there was any judgment that was binding on the defendant. It appears from the transcript that service of the summons was had upon Adolphus Meier, one of the directors of the corporation, whilst he was temporarily in the City of New York. There was no appearance at the return term, and judgment was taken by default. It is alleged that the cause of action arose in that State, and that the service was good under the code of procedure in relation to the service of writs, which provides that "If the suit be against the corporation the service shall be to the president or other head of the corporation, secretary, cashier, treasurer, a director, or managing agent thereof; but such service can be made in respect to a foreign corporation only when it has property within this State, or the cause of action arose therein, or when such service shall be made within this State, personally, upon the president, treasurer, or secretary thereof."

The well-established and settled principle is, that to give a court jurisdiction, a real defendant, against whom the plaintiff is entitled to a judgment, must be found and served with process within the limits of the jurisdiction; or some property or chose in action of his must be found there upon which the court can proceed *in rem*.

Every attempt on the part of one nation or State by its Legislature, to grant jurisdiction to its courts over persons or property not within the territory, is regarded elsewhere as mere usurpation; and all judicial proceedings in virtue thereof are held utterly void. This proceeds upon the known maxim, "*Extra territorium jusdicenti impune non paretur.*" (Story Confl. Laws § 539.)

As regards action in the nature of proceedings *in rem*, there is very little difficulty. To enforce any right of action against property, either real or personal, it must be within the jurisdiction or possession of the tribunal assuming to give judgment aginst it. (Rose *vs.* Himeley, 4 Cranch, 241.) Of this description may be cited the action of attachment. Where the proceedings by attachment terminate in a judgment against the person of the defendant, they rest upon the same grounds as other actions *in personam*, and must disclose the same kind of service of process. If there is a failure in this, the judgment will not be recognized in other jurisdictions as extending beyond the property actually seized or levied upon; and hence, a personal judgment obtained in a sister State, upon notice to the defendant by publication only, there being no appearance of the defendant, will be deemed null and void outside the State in which it was rendered, and will support no action here. (Winston *vs.* Taylor 28 Mo., 82, and cases there cited.) The authorities all concur in denying jurisdiction in actions *in personam* over non resident foreigners upon anything short of actual notice given within the territorial limits of the forum, or voluntary appearance there.

In the case of D'Arcy *vs.* Ketchum 11, How. U. S. 165, it appeared that a judgment had been rendered in the State of New York in favor of Ketchum against Gossip and D'Arcy upon a partnership note of theirs. There was personal service on Gossip and no service on D'Arcy, who was an inhabitant of Louisiana. Judgment was rendered against him in accordance with a New York statute which provided where joint debtors were sued, and one of them was brought into court, judgment should go against the others in like manner as if they were served with process, the service of process upon one being regarded as constructive service upon the rest.

An Action upon this judgment was brought in the Circuit Court of the United States against D'Arcy. The court held that under the act of May 26, 1790, the record was entitled to full faith and credit and gave judgment accordingly. This judgment of the Circuit Court was reversed in the Supreme Court on appeal, where it was held that the Courts of New York acquired no jurisdiction over D'Arcy; and that, not being a citizen or inhabitant of that State, he could not be affected by laws to which he was not amendable.

The question which arises here seems to be well settled in New York, and the courts there have given the statute a practical construction.

In Hulbert *vs.* Hope Mutual Insurance Company, 4 How. Pr. 275, it is decided, after great consideration in a well reasoned opinion, that the service of a summons upon a president of a foreign corporation, who happens to be temporarily in that State, and who does not voluntarily appear to the action, does not give the court jurisdiction of the corporation for the purpose of rendering personal judgment upon contracts made in the State, or for debts due to residents of the State—such notice being simply regarded, for all practical purposes, as a statutory notice that proceedings are about to be instituted against the property of the defendant, and that an action against a foreign corporation is to be deemed a proceeding against its property only, unless there is a voluntary appearance. In other words it amounts to constructive notice only against the foreign corporation, and is a substitute for notice by publication. The same doctrine is repeated and affirmed in Brewster *vs.* The Michigan Central Railroad Company 5 How. Pr. 183. And in the very case mostly relied on by the plaintiff in error it is distinctly stated that the section of the Code (§ 134) authorizing the service of the summons on the president, etc., of a corporation is merely a substitution of that mode for service by publication as provided in another section. (Bates *vs.* New Orleans, etc., R. R. Co., 13 How. Pr. 576.)

The proceeding in this case was strictly *in personam*. It does not appear that the defendant had any property in the State of New York; and, if it had, no effort was made to subject it to the jurisdiction of the court. This being the case, and as there was no voluntary appearance of the defendant, the service of process on Meier was inaffective, and the judgment must be held null and void.

Judgment affirmed.

**Northern Pacific Railroad.**

The proposals for contracts for this important railroad enterprise is now open, the section to be immediately constructed extending from Duluth, West, some two hundred miles. There are many considerations of general interest which commend this road to the public favor, but we have in this section a particular interest in desiring its prosperity, five millions of the stock being held in Pittsburg. That this route will be a commanding and successful one, is beyond all reasonable question. It will develop hundreds of thousands of square miles of territory, much of which is adapted to agriculture and grazing, richly supplied with timber and minerals, and greatly aided by noble water courses, and a delightful climate.

It has been over and over again demonstrated that it is nearer to Puget Sound, the Pacific terminus, by three hundred miles than any other route, that it is the directest line from the East to the West, that it is not so much exposed to obstructions by snow, that the grades are lighter, and that the country it traverses is susceptible of a finer agricultural development than that crossed by other routes. There will be an organized effort to colonize the country dominated by the road, and of its success we have no apprehension whatever. Soil, climate, timber, minerals and water invite population, and few years will elapse before there will be a lucrative way traffic along a large portion of the route. We desire to call attention to one significant fact, that even the papers most bitterly hostile to any Congressional appropiation in aid of the road, have based their opposition to the principle of Government promoting railroads, but have admitted that the advantages claimed for this particular route did exist. Within decent limits it is wise policy on the part of the Government to foster great national thoroughfares which open up and develope the national domain, build communities, increase the general wealth and create new bonds of union. The Northern Pacific Road has received no moneyed assistance from the public treasury. It solicits none. The value of the original grant of land has been impaired by the occupancy of squatters, and it has asked that an equivalent be conferred. It will however enlist in its behalf individual capital and individual enterprise. Shrewd and far-seeing capitalists will not be blind to the advantages of this magnificent route which will one day be the channel of the silks and spices and teas of the East and the rich products of the West, and which will assuredly, berore many years stretch its iron lines through valleys filled with herds, and villages teeming with people. Nature beckons on the enterprise with smiles of welcome, and firm hand and stout heart go forth to respond to the invitation. The road will be built and it will be the crowning triumph of the grand highways which unite the Atlantic with the great ocean on the other side of our continent.—*Pittsburg Chronicle.*

**Michigan and Mansfield R. R.**

Committees, consisting of J. G. Wait and Richard Reed, of Sturgis, Michigan, and Wm. Strong and E. G. Fay, of Bryan, Ohio, were in Mansfield, April 22d, in the interest of a new railroad project between that point and Sturgis, Michigan. Organizations are already completed, and officers elected in Michigan, under the name of Sturgis and Mansfield Railroad, and in Indiana under the name of the Michigan, Indianapolis and Ohio Railroad.

A meeting of leading citizens was held which resulted in the preliminary steps being taken for the incorporation of a company. Papers were made out, certified and acknowledged, and will be filed at once at the office of the Secretary of State. The title of the Company in Ohio, having *termini* at the State line and Mansfield, is the Michigan and Mansfield Railway Company. Capital stock, six hundred thousand dollars.

The following persons are incorporators: H. H. Sturgis, Wm. Bushnell, Hubbard Colby, Willard S. Hickox, James H. Cook and Henry C. Hedges, of Mansfield; Wm. Stough and E. G. Fay, of Bryan, Ohio; Chas. Foster, of Fostoria, Ohio.

The road is to pass through the counties of Williams, Henry, Fulton, Hancock, Wood, Seneca, Crawford and Richland.—*Railroad Record.*

**Greenville and Columbia Railroad.**

The receipts from operations of this road for the year ending September 30, 1869, were:

| | | |
|---|---|---|
| From passenger | | $114,196 61 |
| " freights | | 274,506 89 |
| " mails | | 11,400 00 |
| | | $400,103 50 |
| Expenditures: | | |
| Operating expenses | $247,686 52 | |
| New Iron | 17,924 21 | |
| | | 265,610 73 |
| Net earnings | | $134,492 77 |

The road and outfit, including real estate, cost $3,081,213 50. The total amount of capital stock paid up is $1,510,374 54. The bonded debt of the company is as follows:

| | |
|---|---|
| First mortgage bonds outstanding | $262,000 00 |
| Non mortgage bonds outstanding | 260,500 00 |
| Guaranteed bonds due in 1881, 1882 and 1883 | 688,000 00 |
| Guaranteed bonds in 1888 | 118,500 00 |
| Certificates of indebtedness, guaranteed, due in 1888 | 429,293 30 |
| Bonds and certificates issued under second mortgage | 54,063 68 |
| Coupons of first mortgage bonds outstanding | 3,745 00 |
| Coupons of non-mortgage outstanding | 66,570 00 |
| Conpons of guaranteed bonds outstanding | 7,997 50 |
| Coupons of second mortgage bonds and certificates | 9,461 15 |
| Total | $1,900,130 63 |
| This is subject to a reduction of ⅔ on the non-mortgage bonds and coupons, say | 218,046 66 |
| Whole amount of bonded debt when adjusted | $1,682,083 97 |

The following bonds and coupons have not been reported to the company, for either the payment of interest or adjustment of any kind, and as the company has advertised for them for three or four years, and the courts for about two years, the presumption is that most of them are lost or destroyed, and will never be presented as a claim against the company to wit:

| | |
|---|---|
| First mortgage bonds | $22,500 00 |
| Non-mortgage bonds | 260,500 00 |
| Guaranteed bonds | 50,000 00 |
| Coupons from first mortgage bonds | 3,745 00 |
| Coupons from non-mortgage bonds | 66,570 00 |
| Coupons from guaranteed bonds | 7,997 50 |
| | $411,312 50 |

All the interest upon the entire mortgage and guaranteed debt that has been presented has been funded up to the 1st July, 1868, and from that to the present time paid in cash.

☞ Geo. P. Rumbough has been appointed Chief Engineer of the Iron Mountain and Helena Railroad with instructions to begin at once the preliminary surveys from Helena to the Memphis and Little Rock Railroad.

☞ Work is progressing on the Troy and Greenfield Railroad. A gravel train is running between Greenfield and Stillwater. The road will be open to Shelburne Falls for passenger and freight traffic about the last of May.

☞ FIRST MORTGAGE SEVEN PER CENT. BONDS of the WEST WISCONSIN RAILROAD COMPANY, PRINCIPAL AND INTEREST PAYABLE IN GOLD, FREE OF GOVERNMENT TAX.

FIFTEEN YEARS TO RUN FROM JANUARY, 1870.

LAND GRANT OF OVER 1,000,000 ACRES FROM GOVERNMENT, upon which, together with road and all its property, these bonds are a First Mortgage.

70 MILES OF ROAD FINISHED AND RUNNING, from which income is already derived, with rapidly increasing receipts.

This road, with its connections, forms an AIR LINE FROM ST. PAUL TO MILWAUKEE, and is a SAVING OF NEARLY 100 MILES on the great North-western route to Chicago.

ELEVEN COUNTIES along the line of this road DONATE $50,000 EACH, with right of way for construction.

This Company is EXEMPTED FROM TAXES UPON ITS LANDS FOR FIFTEEN YEARS, by special act of Legislature.

These bonds have the option of being converted into stock, and are receivable at par, as cash, for the purchase of any of the lands of the Company.

The immense tonnage of grain and lumber accumulating weekly at St. Paul must, upon completion of this road, be carried to Milwaukee and Chicago by this direct route.

The advantages, resources, connections and land grant of this Company are fully set forth in a pamphlet which can be obtained at our office.

A large number of these Bonds have been placed in Europe, and we now offer a LIMITED NUMBER IN THIS MARKET AT 90 FLAT, and recommend them with confidence to our friends and capitalists, fully believing them to be one of the safest and cheapest investments ever offered.

WHITE, MORRIS & CO.,
Bankers and Financial Agents.
No. 29 Wall-st.

☞ The stockholders of the Marietta and Cincinnati R. R. Co. have voted to accept the provisions of the recent laws of the State allowing bonds to be issued with power to vote. They also ratified the previous action of the directors, authorizing the issue of $3,000,000 third mortgage bonds with powers to bondholdholders contemplated by this law.

☞ The Worthingston's Valley, Hampstead and Bachman's Valley Railroad Company was organized at Hampstead, Carroll Co., Md., on the 30th inst. This road will connect one of the most fertile sections of Carroll Co. with the Western Maryland and Northern Central Railroads.

☞ B. F. Loney, Benj. Price, Moses Weisenfeld and A. P. Burt have been appointed directors of the Western Maryland Railroad Company on the part of the city of Baltimore.

☞ The Worcester and Nashua Railroad Company has begun to lay a double track between Worcester and Nashua, and will try to have it completed as far as Groton Junction in less than one year.

☞ The survey of the Mt. Dallas and Bedford (Pa.) Railroad will be commenced in a few days by Mr. Fulton.

### Ohio Railroad Law.

The following is a copy of the act passed by the Legislature of Ohio on the 6th of April, 1870, entitled "An act to extend the time for the completion of unfurnished Railroads:"

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That in all cases in which any railroad company heretofore incorporated has been duly organized under any law of this state, and has commenced in good faith, the construction of any portion of its railroad, and has made expenditures thereon, and the act incorporating said company, or any law of this state, requires the completion, sufficient for use, of said railroad, or any part thereof, within any limited period after the passage of the ac incorporating such company, or after the organization thereof, and such company has not so completed said railroad or such specified part thereof within said limited period, and such period has not expired, or has been temporarily extended by order of any court of competent authority or by act of the Legislature of the State of Ohio, it shall be lawful for said railroad company to proceed in the construction of said railroad or such part thereof, and complete the same at any time within five years from and after the expiration of the time limited by the laws in relation thereto. *Provided*, however, that the provisions of this act shall not apply to any railroad company that has completed any portion of its road under its original or amended charter, and has for ten years previous to the passage of this act abandoned or suspended work upon the remaining portion of its line of road.

SEC. 2. This Act shall take effect from its passage.

☞ The Wheeling *Register* says that the contracts for the completion of the Chesapeake and Ohio railroad from Gauley to the Ohio (100 miles) have been awarded, and the time for their fulfilment fixed, under heavy penalties, at May 1, 1871. The contracts for the heavy work on the line from Gauley eastward have also been let. This portion of the road, owing to the tunnelling, heavy cuts and embankments along the route, will require two and a half years to finish. About 2,000 laborers are already at work and, their number will be increased to 6,000 within two weeks.

☞ The distance completed on the east side to the central shaft of the Hoosac tunnel was, on the 22d inst., 6,946 feet; from the west end to the first shaft, 2,447 feet; from the shaft to the face, 2,372 feet, making a total at the west end of 4,819 feet, and a total of 11,765 feet at both portals. The work is now progressing at the rate of four feet a day from the west end, and five or six feet from the east end. The central shaft is progressing at the rate of a foot a day, and will be completed, at the present rate of progress in about four months.

☞ A laboring force of 2,400 men and 400 horses is now engaged in the work of construction of the Pittsburg and Connellsville railroad, between Connellsville and Cumberland. The progress making is regarded by the officers of the road as in the highest degree satisfactory, and there is reasonable ground for the expectation that the close of the year 1870 will witness its completion.

☞ A project is on foot in Gallatin, Tenn., to construct a cheap railroad from that city to the Cumberland, a distance of three miles, for the purpose of bringing coal and timber from the river. It is thought the road proposed can be built and equipped at a cost of $7,500 per mile.

☞ The jury, in the case of Patrick Lane, who fell from the Hackensack bridge, returned the following verdict: "We find that Patrick Lane came to his death by accidentally walking or falling from the Hackensack bridge into the river, after being ordered out of the cars of the New Jersey Railroad Company; and we censure the company for ordering conductors to put persons off the cars except at stations, and for not having a rail at each side of the bridge."

☞ Mr. Henry H. Boody, of No. 12 Wall street, long and favorably known on the street in connection with important and successful railway enterprises, received into partnership, the 1st day of May, his nephew, Mr. D. A. Boody, and his son, Mr. H. P. Boody, for the transacting of a general banking and commission business, under the style and title of Henry H. Boody & Co.


## Northern Pacific Railroad.

### To Railroad Contractors.

SEALED PROPOSALS will be received at the office of the Northern Pacific Railroad Company, 120 Broadway, corner of Cedar street, New York, until Wednesday, the 1st day of June, 1870, at 12 o clock noon, for the grading, masonry, bridging and ballasting of that portion of the Northern Pacific Railroad in the State of Minnesota extending from the Dallas of the St. Louis river to the Red river, the western boundary of Minnesota (a distance of about 230 miles), including everything requisite to complete the road bed for a single track and necessary side tracks, ready to receive the rail superstructure. Proposals may be for the work in detail or by the mile.

The said company will also receive proposals, at the same time and place, for the timber cross-ties, and for the iron rails, spikes and fixtures for the road as above. The iron rails to be delivered on the dock at Duluth, Minnesota, or at the crossing of the Mississippi River, and the ties to be received according to blank forms which will be ready for distribution on Wednesday, May, 4, 1870, at the office of the company, as above, where plans of the structures and maps and profiles of the road, with full specifications, can then be seen, and the time allowed for completion of the contracts made known.

The company reserve the right to reject any or all bids not deemed to be for the interest of the company.

Printed circulars, containing full information, will be furnished on application, by mail or otherwise, to Edwin F. Johnson, Chief Engineer, or to the President of the company, at the office, 120 Broadway, as above.

J. GREGORY SMITH,
President Northern Pacific Railroad Co.

NEW YORK, April 26, 1870.

## RAILROAD IRON.

4,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale, by

**DANAS & LITCHFIELD,**
**18 William street,**
4t49 **New York.**

## Holden, Hopkins & Stokes,

104 & 106 JOHN ST., NEW YORK,
Importers and Dealers in

## IRON AND STEEL,

Also Agents for

**Oxford Iron Company, Oxford,**
*CUT NAILS AND SPIKES,*
AND RAILROAD SPIKES.
**Agents "New Haven Car Company."**

## McKay Iron and Locomotive WORKS,

*MANUFACTURER OF*

## LOCOMOTIVE ENGINES,

JERSEY CITY, N. J.
**Iron Bridges of all Classes.**
**Office 119 BROADWAY, New York.**

## The San Antonio and Mexican Gulf Railroad.

### FOR SALE AT PUBLIC AUCTION.

HEAD QUARTERS FIFTH MILITARY DISTRICT, State of Texas.
CHIEF QUARTER MASTERS OFFICE, Austin, Texas, April 11th, 1870.

IN COMPLIANCE WITH THE ORDER OF THE Secretary of War, dated March 28th, 1870, there will be sold at Public Auction at Indianola, Texas, between the hours of 12 M. and 3 P. M., on Wednesday, the 25th day of May, 1870, all the right, title and interest of the United States of America in and to the

**San Antonio and Mexican Gulf Railroad from Lavaca to Victoria, Texas.**

The Sale will include the Road Beds, Tracks and Sidings, Buildings, Water Stations, Turn Tables, &c.

The Railroad Materials and Supplies pertaining to the road, together with the Rolling Stock, Cars, Machinery and other Equipments, as follows:

28 Miles of Track, (more or less).
1 Passenger Car.
1 Baggage Car.
6 Box Cars.
6 Platform Cars.
1 Engine and Tender.
1 Engine.
1 Engine House at Lavaca.
1 Depot Building at Victoria.
1 Depot Building at Lavaca.
1 Machine Shop at Victoria.
20 prs. trucks loose at Depot in Victoria.
4 prs. trucks under 2 Platform Cars.
1 Miscellaneous lot of Railroad Material, Boxing Straps, &c.
1 Worthless lot of Blacksmiths Tools.
1 Mixed lot of Machinery being odd pieces, &c., in shops at Victoria.
8 prs. trucks lying loose along the Road between Lavaca and Victoria.
2 prs. driving Wheels at Victoria.
1 Tank at Victoria.
1 Pistern at Victoria.
1 Iron Safe.
2 Stoves.
2 pr. Scales.
3 Hand trucks.
1 Cross Cut Saw.

The property may be inspected on Application to the agent of the Road and any information desired may be obtained from the Chief Quarter Master Fifth Military District, at Austin, Texas.

Full particulars given on day of sale.

Terms of payment cash in United States Funds.

By order of

**Bret. Major General J. J. Reynolds,**
**GEO. E. ALDEN,**
**Brvt. Major and A. Q. M. U. S. Army,**
In charge of Office
Chief Quartermaster.

## IMPORTANT TO OWNERS OF STEAM BOILERS.

SCALE IN STEAM BOILERS REMOVED WITHout loss of time or injury to the iron.
Send for Circulars to

**GEO. W. LORD,**
**107 West Girard Ave.,**
3m11 **Philadelphia, Pa.**

## JOHN BLAKELEY,

DEALER IN

## WOOL & COTTON WASTE,

For Railroad and Steamboat Use, Steam Packing, &c.,

No. 233 Church Street, Philadelphia, Pa.,

SOLE AGENT FOR

**CLEVELAND STEAM GAUGE CO.,**
HOLT'S PATENT STEAM GAUGES,
For Locomotive and Stationary Engines, Locomotive Spring Balances, Water Gauges and Test Pumps.

## FOR SALE.

A STEAM EXCAVATOR, nearly new, combining all the latest improvements, manufactured by JOHN SOUTHER, South Boston, Mass. Has been in use only some six months. Will be sold cheap. It can be seen at Galesburg, Ill., and can be taken to any point by rail on the truck on which it stands, without taking down. For further particulars apply to

**D. L. WELLS,**
**Milwaukee, Wis.**

I. A. WILLIAMS'

# UTICA HEAD LIGHT WORKS,

**UTICA, NEW YORK.**

*Established 1851.*

**Williams' New Patent Coal Oil Head Light,**

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

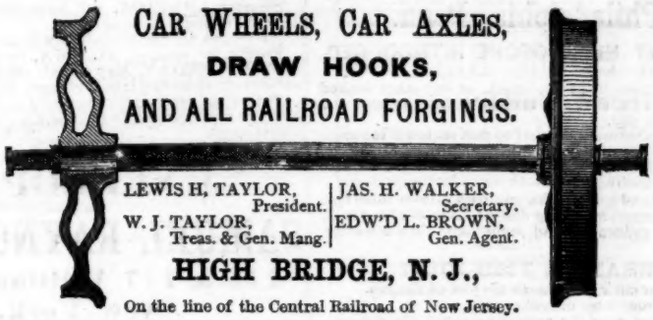
*I. A. WILLIAMS, Patentee.*

# TAYLOR IRON WORKS,

Capacity, 120 Wheels, 50 Axles, and 100 Hooks per day.

MANUFACTURERS OF

*Wheels and Axles*, made in the best and most careful manner, furnished separately, or "*fitted*," making complete sets.



CAR WHEELS, CAR AXLES,

**DRAW HOOKS,**

AND ALL RAILROAD FORGINGS.

*Standard Draw Hooks*, finished, ready for immediate use, with Nuts and Plates, with or without links.

LEWIS H. TAYLOR, President. | JAS. H. WALKER, Secretary.
W. J. TAYLOR, Treas. & Gen. Mang. | EDW'D L. BROWN, Gen. Agent.

**HIGH BRIDGE, N. J.,**

On the line of the Central Railroad of New Jersey.

JOHN F. TANNER. H. H. WALKER. JNO. McANERNEY, JR.

# TANNER, WALKER & McANERNEY,

**63 BROADWAY, NEW YORK,**

## DEALERS IN RAILWAY SUPPLIES,

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.

*SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.*

# Locked Safety Valves.

TO

MASTER MECHANICS

AND

## LOCOMOTIVE BUILDERS.

THE UNDERSIGNED OFFERS FOR SALE, SAFETY VALVES, effectually guarded against tampering, invented and patented by himself; patent bearing date Sept. 14th, 1869.

Said Valves are sold with Spring, Guard, Studs, and Nuts, complete, and all ready to put on to boiler domes. Price for size suitable for Locomotives, $27 50.

The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

**GEO. F. MORSE,**
Supt. Portland Locomotive Works,
PORTLAND, MAINE.

STEEL STAMPS, NAME PUNCHES,
Letters & Figures, Brands for Burning, &c.,
For Railroads, Machinists, Engineers, &c.
Work Warranted A. 1.
ROBERT ROGERS, Stamp Cutter,
*26 Spruce Street*, S. E. Corner William, *New York.*
Orders by mail promptly answered.

# BORDEN & LOVELL

COMMISSION MERCHANTS,

**70 and 71 West St., New York,**

Fall River Iron Works Company's
NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S
**CUMBERLAND COALS.**

49 Walnut St., Cinl., O.

CHEAP PAINTING.—

1/2 COST LEAD { 100 lbs. of the PECORA COMPANY'S COLORED PAINT (costing $12.50) will paint as much as 250 lbs. of Lead, and wear longer. For particulars, address S. BOWEN, Sec'y., No. 150 North 4th St., Philada.

or 75 Malden Lane, N. Y.

J. MILTON HAGY,

# Iron Commission Merchant,

And Contractor for

TIMBER AND OTHER RAILROAD SUPPLIES,

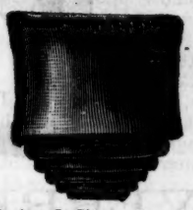
512 Walnut Street,
**PHILADELPHIA.**

RAILROAD CROSS TIES.

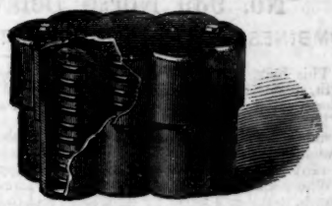
# VOSE, DINSMORE & CO.,

**National Spring Works,**
1 Barclay St., New York.
15 La Salle-St., Chicago,
MANUFACTURERS OF

## RAILWAY CAR SPRINGS.



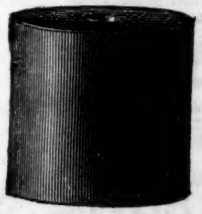
The Original Standard Volute Buffer Spring.
**Patented.—All others are Infringements.**



Small Rubber Centre Groupe Spiral.

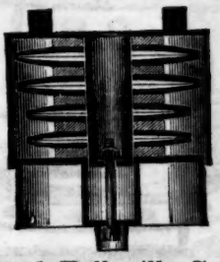
Large Rubber Centre Spiral.

Compound Spiral.



Soid India Rubber.

Double Volute Buffer.



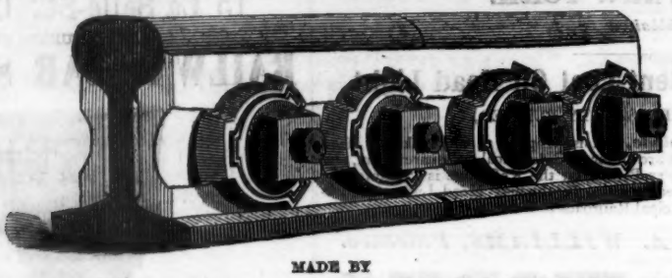
Incased Belleville Spring.

**All Springs made by us are WARRANTED.**

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

**Manufactory, Manhattanville, N.Y.**

# PRATT'S
# PATENT COMPENSATING FISH-JOINT,



MADE BY

## VERREE & MITCHELL,
### IRON AND STEEL MANUFACTURERS,
### No. 939 North Delaware Avenue, Philadelphia, Penn.

**COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.**

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

**We confidently claim for the PATENT COMPENSATING FISH-JOINT:**

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

***Refer to all the Leading Railroads in the Country.***

# BRADY'S RAILROAD LANTERNS.

The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

The trade supplied from our Store, or from the Factory, New Britain, Conn,

**TAYLOR MFG. CO.,**
**Exclusive Manufacturers, 73 Beekman St., N. Y.**

# PACIFIC MAIL
## Steamship Company's
THROUGH LINE TO
## California and China.

**FREIGHT AND PASSAGE GREATLY REDUCED.**

**Through rates, New York to San Francisco:**

| First Class. | Steerage. |
|---|---|
| **$125 to $170.** | **$60.** |

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

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